



Draft Generic Environmental Impact Statement

**City of Syracuse
Onondaga County, New York**

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July 25, 2022



Ben Walsh, Mayor

The proposed Zoning Ordinance and Map upon which Scoping for this DGEIS was based can be found on the ReZone project website (<http://www.syr.gov.net/rezonesyracuse.aspx>) or a copy is available at City Hall Commons in the Office of Zoning Administration: 201 East Washington St., Room 500, Syracuse, NY 13202.

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EXECUTIVE SUMMARY

The purpose of this Draft Generic Environmental Impact Statement (“DGEIS”) is to evaluate the potential adverse environmental impacts of the Syracuse Common Council’s proposed adoption of the new City of Syracuse Zoning Rules and Regulations and Zoning Map. The proposed action being evaluated by this DGEIS is the adoption of ReZone Syracuse (“ReZone”), which consists of the following components:

- A Zoning Ordinance (“proposed Zoning Ordinance”) that updates and replaces the City’s existing zoning regulations and procedures with new and revised land uses, zoning districts, standards, and procedures in a new, user-friendly document.
- A Zoning Map (“proposed Zoning Map”) that updates and replaces the City’s existing zoning map by introducing new zoning districts, consolidating similar or duplicative districts, and eliminating unused or underutilized districts, consistent with the City’s adopted [Comprehensive Plan 2040](#)¹ and [Syracuse Land Use & Development Plan 2040 \(“LUP”\)](#)².

Project Description

In 2015, the City of Syracuse began the ReZone project to update the current City of Syracuse Zoning Ordinance and Map, formally referred to as the City of Syracuse Zoning Rules and Regulations, as amended (“current Zoning Ordinance and Map”). The last large amendment to the Zoning Ordinance and Map was approved by the Syracuse Common Council on July 31, 1967.

In 2015, the City hired a Consultant, Clarion Associates, to assist the City Planning Division and Office of Zoning Administration with ReZone. The proposed Zoning Ordinance and Map are intended to guide the development, improvement, and modification of land in the City to create places of specific character and performance consistent with the City’s Comprehensive Plan 2040 and LUP.

ReZone identified five overarching goals which are described in the DGEIS:

- Create a user-friendly ordinance;
- Update the zoning districts to implement the LUP;
- Modernize the land uses;
- Introduce uniform standards to improve the quality of development; and
- Streamline the development review procedures.

¹ Available at: <http://www.syr.gov.net/planning.aspx>

² Available at: http://www.syr.gov.net/land_use_plan.aspx

Environmental Setting

The City of Syracuse is located in Onondaga County at the center of New York State. Syracuse's land use pattern and circulation network are the densest in Onondaga County. This is due to its urban setting, as well as its historical function as the core of the regional economy and the home to many of the region's primary employers, including educational, cultural, and government institutions. The City's land use and transportation pattern expands outward from downtown into the various neighborhoods via a radial network of major transportation corridors. Transportation corridors are lined by dense development, including a mix of residential and commercial activities. Some of these corridors developed as industrial corridors and still contain industrial uses today. The downtown area and these high-density corridors, with their high numbers of visitors each day, support a broad variety of land uses.

Potential Adverse Impacts

The DGEIS identifies and evaluates the following potential adverse environmental impacts associated with the proposed adoption of ReZone, and includes a summary of the current status and discussion of potential impacts to and mitigation measures for each of the following: land, flooding, plants and animals, aesthetic resources, historic and archaeological resources, transportation, and consistency with community character.

While the City previously determined as part of the scoping process that certain issues were irrelevant or environmentally insignificant, this DGEIS nevertheless includes a discussion of some of those issues (energy, human health, consistency with community plans, noise, odor and light, climate change, and zoning equity) by describing the current status of each and explaining how or why no potential significant adverse impacts are anticipated with the adoption of ReZone.

Mitigation Measures

In comparison to the current Zoning Ordinance and Map, ReZone is expected to minimize or eliminate a number of adverse impacts resulting from the application of the current Zoning Ordinance and Map primarily as a result of the following changes:

- **Establishment of mixed use zoning districts** – ReZone includes five new zoning districts intended to facilitate mixed use development throughout the City. The Mixed Use zoning districts will encourage a mix of uses, allowable density, range of housing types, inherent walkability, and transportation options that are consistent with a number of planning principles.
- **Creation of citywide development standards** – ReZone includes new development standards to help guide and improve the performance of development across the City. The new development standards are applied citywide and will help to improve zoning equity in the City. The standards will also create greater predictability for both the

development community and neighbors, as the standards and expectations will be clear for new development.

- **Creation of an open space zoning district** – ReZone will remove publicly owned or otherwise encumbered green spaces from the inventory of residentially zoned land by including them in the new Open Space zoning district, allowing for greater protections of sensitive environmental areas and important recreational resources.
- **Revisions to dimensional standards** – ReZone includes revised dimensional standards for each zoning district. Regulations requiring minimum and maximum stories and impervious site coverage limitations, for example, are anticipated to positively impact the built and natural environment.
- **Increase diversity of housing options** – ReZone includes new allowable land uses and revised regulations to allow more transitional housing types, such as row homes and Accessory Dwelling Units (“ADUs”).

These elements in ReZone will help to mitigate potential adverse impacts and ensure the proposed Zoning Ordinance and Map are consistent with, and support the goals of the City’s adopted Comprehensive Plan 2040.

The DGEIS identifies additional potential mitigation measures to further minimize the potential adverse impacts associated with the adoption of ReZone. These include:

- **Provision of affordable housing regulations** – Potential mitigation measures to expand ReZone’s ability to address affordable housing needs and zoning equity include:
 - Establish zoning incentives for the creation of affordable housing;
 - Establish mixed-income development as a new land use type with standards to encourage or require affordable housing; and
 - Expand allowances for ADUs.

The DGEIS indicates further evaluation of impacts will also be provided on a project-by-project basis under New York’s State Environmental Quality Review Act (“SEQRA”), and concludes that some of the potential adverse impacts will be better determined at that scale.

Alternatives Considered

Alternatives that are considered in this DGEIS include No Action, Partial Adoption, and No Zoning, none of which are optimal.

1.0 PROJECT DESCRIPTION

The purpose of this DGEIS is to evaluate the potential adverse environmental impacts of the Syracuse Common Council's proposed adoption of ReZone. ReZone is a planning project that was initiated by the City of Syracuse to comprehensively update the current Zoning Ordinance and Map. It is intended to guide the development, improvement, and modification of land in the City to create places of specific character and performance consistent with the City's Comprehensive Plan 2040 and LUP.

The proposed action that is the subject of this DGEIS is the adoption of ReZone, which consists of the following components:

- A proposed Zoning Ordinance that updates and replaces the City's existing zoning regulations and procedures with new and revised land uses, zoning districts, standards, and procedures in a new, user-friendly document.
- A proposed Zoning Map that updates and replaces the City's existing zoning map by introducing new zoning districts, consolidating similar or duplicative districts, and eliminating unused or underutilized districts, consistent with the City's adopted Comprehensive Plan 2040 and LUP.

This DGEIS has been prepared in accordance with SEQRA. Adoption of ReZone will not result in significant adverse impacts to the environment, but it is intended to guide future development in the City and will therefore have the potential to influence community character throughout the City over time.

The City's first Zoning Ordinance and Map were adopted in 1922, at a time when the concept of regulating land use was first introduced in New York State through its enabling statutes. The City's Zoning Ordinance has been updated several times since then, but updates were typically performed in a piecemeal manner, which has created a document that is not easy to use or administer. The last time the City comprehensively updated the zoning ordinance was in 1967, and the current Zoning Ordinance still reflects that version with its strict separation of land uses, lack of effective development standards, and complex administration. Consequently, the current Zoning Ordinance does not reflect the City's vision or current best practices in city planning or zoning.

As a result, the City undertook a comprehensive project, ReZone, to revise and modernize zoning for the entire City and provide the necessary regulatory tools to achieve the community's vision. The end goal of these efforts is the proposed Zoning Ordinance and Map, which will facilitate implementation of the City's adopted Comprehensive Plan 2040, including one of its critical components, the LUP.

1.1 Introduction, Goals, and Objectives of the Project

1.1.1 Introduction

While this DGEIS document focuses directly on an evaluation of the potentially significant adverse impacts identified in the Final Scoping Document previously adopted by the City's Common Council, this introduction provides an overview of ReZone and context in which the potentially significant adverse impacts will be evaluated.

Syracuse's land use pattern and circulation network are the densest in Onondaga County, due to its historical function as the core of the regional economy, home to the region's primary employers, and center for numerous cultural and government institutions. These land use patterns have been shaped by the adoption of early 20th Century zoning in Syracuse which has directly formed many of the land use and development characteristics of the City. There is a high-density mix of use in Downtown that expands outward into the various neighborhoods along a network of major transportation corridors. These corridors are typically lined by dense development which includes a mix of residential and non-residential activities.

The areas in between these corridors are largely occupied by identifiable neighborhoods (see Figure 1) that are primarily residential in nature yet do include some scattered uses that fit into the neighborhood's pattern of activities and provide neighborhood-scale services and retail. Other parts of Syracuse's existing land use pattern, further from Downtown, are based on early streetcar development, in which residential neighborhoods were grouped around defined neighborhood-scale commercial areas. These two types of development patterns both provide for goods and services within walking distance of most residences in the City.

These existing land use patterns in the City enable local services to be provided to neighborhood residents, thereby decreasing dependence on automobiles, and reducing auto emissions in the City. Neighborhoods surrounding mixed-use commercial corridors and nodes that encourage pedestrian activity frequently have unique neighborhood character and, when efficiently connected, facilitate efficient provision of transit services. These historic development patterns provide the basis for the multiple elements of ReZone.

The pattern of growth and development described above has been directly influenced by the adoption of zoning in Syracuse in the early 20th Century (1922). Previous zoning regulations have also contributed to less desirable, unintended trends and outcomes, including racial and income segregation, adverse environmental conditions (e.g., lack of open space and natural resource protection), and more generally fragmented development patterns.

As noted above, this document will focus on evaluating the potential significant adverse environmental impacts associated with ReZone. The following section will identify specific elements of ReZone that improve upon the current Zoning Ordinances' weaknesses, discuss

potential mitigation measures to further reduce impacts, and more generally demonstrate the value of ReZone to the City of Syracuse and its residents, property owners, and visitors.



Figure 1—City of Syracuse Neighborhood Map

1.1.2 ReZone Goals and Objectives

ReZone identified five overarching goals which are described in further detail below.

Create a user-friendly ordinance

The City's current Zoning Ordinance is challenging to interpret for many users. This concern was identified during initial public engagement and survey results. Zoning regulations are applicable for all parcels of land in Syracuse, yet the current Zoning Ordinance has not been comprehensively updated in over fifty years. Piecemeal amendments have been made yet the document remains confusing and difficult to use for many users due to its disorganization and antiquated language and terminology.

ReZone has reorganized the zoning regulations to improve page layout and add graphics and other visual aids not present in the current Zoning Ordinance. Key terms are well defined, and similar regulations are now found in one location making the proposed Zoning Ordinance more understandable and easier to use. A key project goal of ReZone was to create a user-friendly ordinance, and the improvements described above will achieve that objective and serve as a benefit to the community.

Update the zoning districts to implement the LUP

The City has developed a group of new zoning districts for ReZone. These updated zoning districts improve upon the City's current districts by consolidating similar or duplicative districts, renaming the districts for greater clarity, and eliminating unused or underutilized districts. Most importantly, ReZone creates new districts that are based on the Character Areas identified in the City's adopted LUP (see Figure 2).

These new districts are grouped in the following categories: Residential, Mixed Use, Commercial, Industrial, Open Space, and Planned Districts. One new series of districts to note are the Mixed Use ("MX") Districts. These districts were established to provide for a pedestrian-friendly, transit-supportive mix of residential uses and nonresidential uses that offer goods and services to area neighborhoods.

The MX districts are frequently located along primary corridors in each quadrant of the City. The mix of uses, allowable density, range of housing types, inherent walkability, and transportation options that present themselves along these corridors will be encouraged by the MX District designation, and are consistent with Smart Growth principles which are identified as, "an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods".

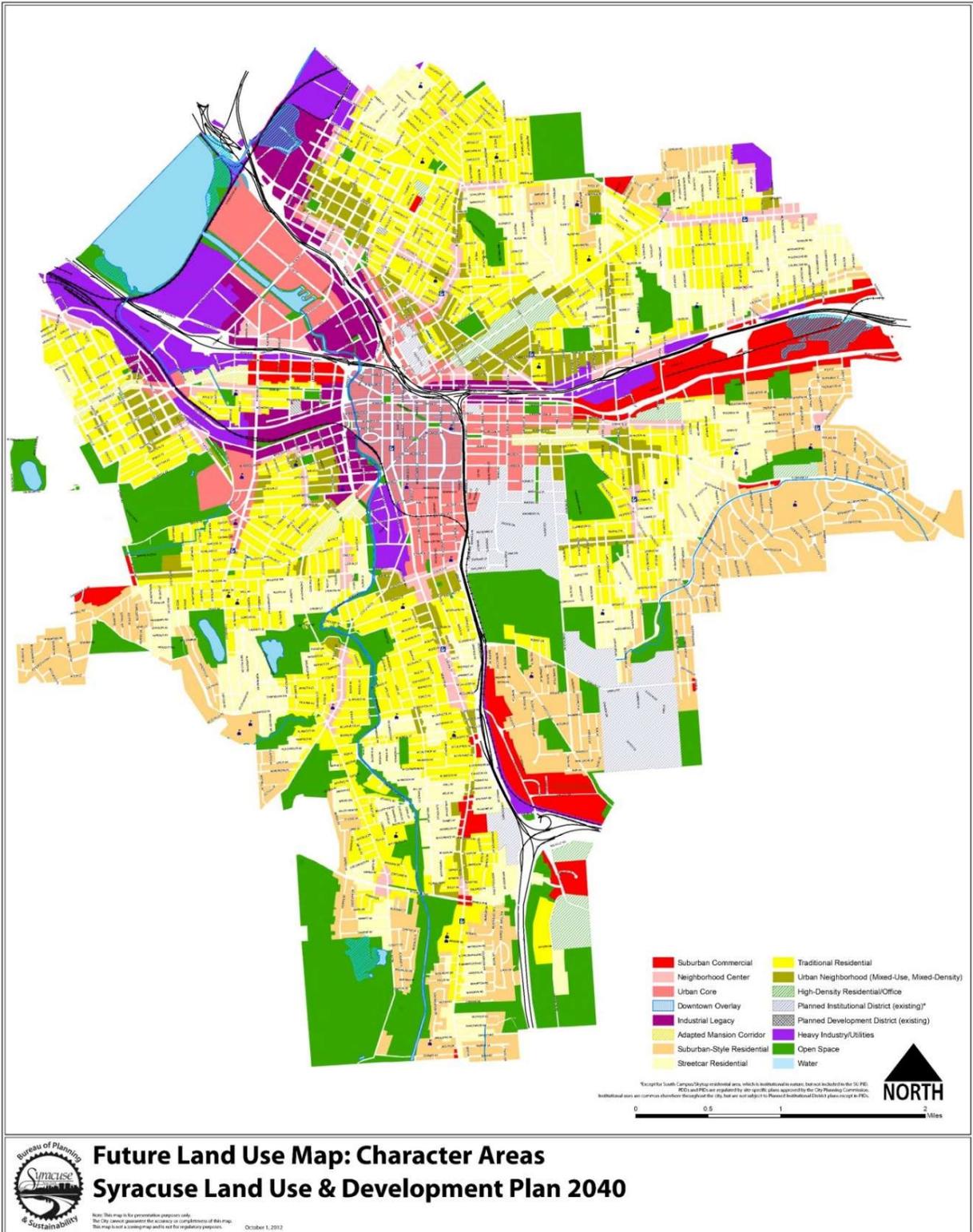


Figure 2—Future Land Use Map: Characters Areas, Land Use & Development Plan 2040

These walkable corridors throughout the City will also play a part in minimizing our community's contribution to climate change. Transit accessible, walkable neighborhoods can reduce dependence on single occupancy vehicle usage and increase transit ridership, thereby reducing vehicle miles traveled and their adverse effect on our climate. Reduced vehicle miles traveled will improve air quality in the City. Redevelopment along these mixed-use corridors will benefit from existing infrastructure and incentivize redevelopment and infill development over greenfield development.

Another new zoning district is the Open Space District, which was proposed to provide adequate land for recreational uses and protect lands that provide our community with parks, open space, and other compatible uses. The public health benefits of urban parks and open spaces are well established, and include improving air quality, reducing stormwater runoff, providing recreation opportunities, reducing heat island effects, and providing habitat for wildlife. This zoning district has been applied throughout the City, and the desirable uses typically found in this district (parks, trails, wooded areas, waterfront, open space, and playgrounds) are equitably distributed throughout the City.

Modernize the land uses

The City's current Zoning Ordinance has not been comprehensively updated for over five decades. During this time, many zoning uses have fallen out of fashion and others have been discontinued (ex. telegraph exchange building). Additionally, new land uses have been developed or evolved, and the City's current Zoning Ordinance does not easily accommodate many of these uses.

ReZone has developed a new use table that includes a list of all proposed zoning districts and the allowable uses within those respective districts. The use table reflects the community's vision as set forth in the Comprehensive Plan 2040 and LUP. Some of the new uses now included in ReZone include:

- *Live/Work Dwellings* – a dwelling that contains living and working space together. Live/work arrangements continue to evolve, so this new use will better accommodate this increasingly frequent arrangement. Allowing this use citywide may also help reduce vehicle miles traveled within the City as “home” and “work” are the same place.
- *Community Gardens and Urban Agriculture* – community gardens are areas of land that are used to grow and harvest food crops and/or non-food ornamental crops such as flowers, for personal or group use, and urban agriculture is the production of poultry or poultry products; horticultural or nursery stock; fruit, vegetables, forage, grains, timber, or trees; on either unenclosed land or in enclosed structures, such as greenhouses and barns. These uses are increasingly common in urban areas and their omission from the current Zoning Ordinance makes the establishment of these uses

unnecessarily complicated, particularly as it is a land use that people want in their communities.

- *Beverage Café (or coffee shop)* – an establishment that primarily prepares and serves coffee, juice, or other non-alcoholic beverages and may serve a limited food menu. This type of neighborhood-friendly use is frequently a locally owned business that provides neighborhood character and services, and is currently reviewed in a similar manner as a bar or restaurant. Again, the omission of this use in the current Zoning Ordinance makes the establishment of this use unnecessarily complicated, particularly for one that residents have said they want access to in their neighborhoods.
- *Artisan Manufacturing* – uses in this category will allow for on-site production of goods by hand manufacturing involving the use of tools and small-scale equipment. These activities do not involve the creation of harmful noises or by-products, and are frequently a locally owned, small business. The establishment of this use will now allow these activities to occur in most of the City’s Mixed-Use districts and provide another option for investment and employment in the City.
- *Renewable Energy* – uses like solar and wind collection systems will be permitted in ReZone. The infrastructure and technology associated with these uses can be installed in urban neighborhoods, and residents increasingly want access to these sustainable energy sources to help reduce dependence on fossil fuels, increase energy independence, and positively affect climate change in the process.

Introduce uniform standards to improve the quality of development

ReZone includes development standards to help guide and improve the performance of development citywide. The current Zoning Ordinance does have some development standards, but they are only applied to limited areas of the City, the Lakefront area and portions of James Street. Most other neighborhoods and business corridors do not have development standards. This uneven application of standards is not equitable and has been reconsidered in ReZone. The new development standards are applied citywide and will help to improve zoning equity in the City.

The standards will also create greater predictability for both the development community and neighbors, as the standards and expectations are clear for new development. The establishment of the development standards to improve site and building design will also decrease the City’s current reliance on the Project Site Review and Special Use Permit review processes to address design. This can be an imprecise process which has created uncertainty for both the developer and area residents.

The new standards will address multiple site and building design considerations including:

- *Residential Compatibility* – which will ensure respectful transitions from mixed-use and commercial corridors to residential districts, and encourage infill and redevelopment but not at the expense of residential neighborhoods.
- *Off-Street Parking and Loading* – which will ensure development has sufficient parking to meet demand but avoid excessive parking. These standards will allow flexibility in how parking is provided, and encourage multi-modal transportation, like biking. These standards will also have a positive effect on our local environment by reducing stormwater runoff and improving water quality, by reducing the amount of required paving.
- *Landscaping and Screening* – which will provide better transitions between uses, help to reduce runoff and stabilize soil, and preserve visual quality of new development or redevelopment.
- *Site and Building Design* – which will be applied citywide to promote high-quality design, minimize impacts of large buildings, and encourage pedestrian-friendly development. These standards will guide new building layout and entries, materials, form, security, and utilities among other considerations.

The standards will allow for design creativity and innovation but create a consistently higher level of new development and redevelopment in our community.

Streamline the development review procedures

The City's development review process will be improved and clarified by ReZone. Currently, important procedural steps are not clear, and development proposals (big or small) are generally subject to the same procedures. Reviews are heavily reliant on Project Site Review and Special Use Permit review to address design quality. This creates a lack of predictability and consistency in the decision-making process, which is improved in the proposed Zoning Ordinance.

Common review procedures have been established that will apply to multiple application types. This prevents repetition (and potential inconsistency) within specific application procedures. New procedures have also been incorporated into the proposed Zoning Ordinance, including the Site Plan Review procedure. This review will replace the current Project Site Review with a review process that designates each project as either minor or major and determines whether the project complies with specific standards set forth in the proposed Zoning Ordinance. The Site Plan Review framework will align the City with similar procedures applied by jurisdictions throughout New York State and the country.

The City's development review procedures will also improve public notification regarding projects. During our public meetings discussing ReZone, neighborhood residents and property owners were clear that they wanted more information about new development and

the opportunity to participate in the decision-making process. ReZone will improve both aspects and provide residents more information and opportunities in their neighborhoods. New proposals will be required to post onsite notifications regarding pending development and information on how to learn more about the proposal. Residents will be encouraged to review project information and submit comments or questions about the proposal. The City expects that giving residents this opportunity will increase participation in these important community discussions and improve how zoning can positively affect our community.

The specific objectives and benefits of ReZone are to:

- Ensure the proposed Zoning Ordinance and Map implement the recommendations of the City’s adopted Comprehensive Plan 2040, including the LUP;
- Transition from the current use-focused, Euclidean Zoning Ordinance to an updated ordinance that incorporates principles of Form Based Codes, Smart Growth, Traditional Neighborhood Development, and Transit Oriented Development, among other current best practices;
- Develop and/or improve standards regulating urban design, urban agriculture, lighting, signage, landscaping, parking, site design, infill development, and vacant land management;
- Promote and facilitate historic preservation;
- Develop sustainable development provisions regarding climate adaptation, renewable energy infrastructure, green building materials, and green infrastructure;
- Increase protection of natural resources, including open space, water bodies, steep slopes, and trees;
- Streamline the development review process by creating more predictable zoning regulations;
- Update the format and structure of the Zoning Ordinance to be user friendly and include illustrations and graphics;
- Remove inconsistencies, outdated language, and reduce the complexity of the Zoning Ordinance;
- Facilitate increased public awareness of, and participation in, zoning review and processes; and
- Increase ways to use technology to provide and receive information from the public.

1.2 Relationship to Comprehensive Planning

As previously mentioned, ReZone is intended to update the City’s current Zoning Ordinance and Map consistent with the City’s adopted Comprehensive Plan 2040 and LUP and provide the necessary regulatory tools to achieve the community’s vision.

In 2014, the Syracuse Common Council adopted the Comprehensive Plan 2040, which is accompanied by five subject-specific component plans, including the LUP.³ The goals and actions of the Comprehensive Plan and its component plans are driven by the following three policy statements:

- “As the heart of the regional economy, it is the policy of the City of Syracuse to encourage, promote, and support a business-friendly environment that provides for sustainable urban economic growth and economic opportunities for Syracuse residents.” (page 17)
- “It is the policy of the City of Syracuse to offer an exceptional quality-of-life for its residents and visitors, by providing programs and services that enhance all types of neighborhoods.” (page 18)
- “It is the policy of the City of Syracuse to cultivate and capitalize on the area’s unique character defined by its history while supporting well-designed real estate developments that enhance neighborhoods, lively public spaces, well-maintained infrastructure, and dynamic neighborhoods that are linked by well-planned transportation, all within an exciting, safe, clean environment.” (page 19)

1.2.1 Goals of the Land Use and Development Plan

The LUP’s goals and recommendations specifically aim to preserve and enhance the City’s existing land use patterns, protect and enhance the character and “sense of place” of the City’s neighborhoods, ensure high-quality, attractive design throughout the City, promote environmentally sustainable land use patterns, transportation options, and site plans, and ensure that development regulations and review processes are efficient, predictable, and transparent. To implement the recommended actions of the LUP, the City determined that a substantial overhaul of the current Zoning Ordinance and Map would be necessary. These policy recommendations became the basis for ReZone.

Additionally, the LUP provides “[t]he vision for future real estate development and redevelopment is largely illustrated by the allocation of character areas across the future land use map.” See Figure 2. The character areas defined in the LUP are based on the existing or desired land use, building form, and scale in each area, and have been used to inform ReZone. The proposed Zoning Ordinance and Map feature 15 proposed zoning districts and district-specific dimensional and development standards, all of which are intended to create or emphasize the LUP character areas.

1.3 Public Outreach

Public outreach has been an important component throughout the development of ReZone, seeking to garner community engagement and provide open communication since the beginning of the project in late 2015. The ReZone project team has held approximately 100 public meetings

³ The Comprehensive Plan 2040 is accompanied by the following subject-specific component plans: Syracuse Land Use and Development Plan 2040, Syracuse Sustainability Plan, Syracuse Public Art Plan, Historic Preservation Plan, and the Syracuse Bicycle Plan. Plans are available here: <http://www.syr.gov.net/planning.aspx>

over the last 5 years. These meetings have been held in churches, schools, hotels, community centers, neighborhood clubs, City Hall, and libraries, among other locations.

These events have provided information about ReZone, solicited comments and ideas, and more generally provided the public with opportunities to participate in the development of ReZone. All of the project presentations, drafts of the proposed Zoning Ordinance, and versions of the proposed Zoning Map have been posted to the City's project website. The documents have been publicly accessible during the duration of the project and serve as an important reminder of the evolving nature of this process and collaborative effort it has taken to complete.

1.4 State Environmental Quality Review Act Process

Pursuant to Article 8 of the Environmental Conservation Law of the State of New York, and consequently the provisions of SEQRA, all agencies are required to “determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment, and, if it is determined that the action may have a significant adverse impact, prepare or request an environmental impact statement.”

In accordance with SEQRA, the City of Syracuse Common Council reviewed the full environmental assessment form (“FEAF”) prepared for ReZone, and on July 29, 2019, the Common Council determined, pursuant to 6 NYCRR § 617.4, ReZone was a Type I action and declared its intent to act as Lead Agency for the purpose of conducting a coordinated environmental review under SEQRA. On August 7, 2019, the Common Council distributed a letter to all involved agencies regarding its intent to act as Lead Agency. No involved agencies objected to the Lead Agency designation, and the Common Council assumed the role of Lead Agency.

On September 9, 2019, the Common Council determined the adoption and implementation of ReZone may have the potential for an adverse environmental impact and issued a positive declaration under SEQRA. The Common Council further determined that a DGEIS must be prepared. Pursuant to 6 NYCRR § 617.8 of SEQRA, a draft scoping document was prepared to outline the contents of the DGEIS and made available for public, agency and stakeholder comment. The final scoping document was adopted by the Common Council on March 16, 2020.

This DGEIS was prepared by the Syracuse-Onondaga County Planning Agency on behalf of the Common Council as Lead Agency and will be distributed and made available for public review and comment by the Common Council in accordance with SEQRA. Members of the public may provide comments concerning the DGEIS at a public hearing to be held as follows:

Monday, August 22, 2022, at 1:00 p.m. in Common Council Chambers, City Hall
233 East Washington Street
Syracuse, NY 13202

Written comments may be presented at the public hearing or mailed/hand delivered by October 2, 2022 at the following address:

City of Syracuse, Office of Zoning Administration
201 East Washington Street, Room 500
Syracuse, NY 13202

Written comments may also be submitted via email to ReZoneSyracuse@syr.gov.

A Final Generic Environmental Impact Statement (“FGEIS”) will be prepared following the close of the DGEIS public review and comment period and will include a summary of substantive comments received, responses to those comments, and any resultant revisions to the DGEIS. Pursuant to 6 NYCRR § 617.11 of SEQRA, the Common Council can issue a Findings Statement no less than ten days after completion of the FGEIS. The issuance of a Findings Statement is required before the Common Council makes a determination regarding whether to adopt ReZone.

2.0 LAND USE AND ZONING ASSESSMENT

This section provides an overview of the City's current and proposed land use and zoning to compare development potential under the current Zoning Ordinance and Map with development potential under the ReZone proposal.

2.1 Current Zoning and Land Use

2.1.1 Current Zoning

The City's current Zoning Ordinance and Map include the following zoning districts:

Residential Districts

- RA-1 – Class A-1
- RA-2 – Class A-2
- RA – Class A
- RAA – Class AA
- RB-1 – Class B-1
- RB-1T – B-1 Transitional
- RB – Class B
- RB-T – Class B Transitional
- RC – Class C

Office Districts

- OA – Class A
- OB – Class B

Local Business Districts

- RS – Residential Service District
- BA – Local Business District
- PSD – Planned Shopping District

Commercial Districts

- CA – Class A
- CB – Class B

Central Business Districts

- CBD-R – Retail
- CBD-OS – Office and Service
- CBD-OSR – Office and Service (Restricted)
- CBD-GS – General Service
- CBD-GSA – General Service A
- CBD-LB – Local Business
- CBD-HDR – High Density Residential

Industrial Districts

- IA – Class A
- IB – Class B

Special Districts

- PID – Planned Institutional
- PDD – Planned Development

Lakefront Districts

- T4 – General Urban
- T5 – Urban Center
- T5-1 – Urban Center (1)
- T5-2 – Urban Center (2)
- PK – Park

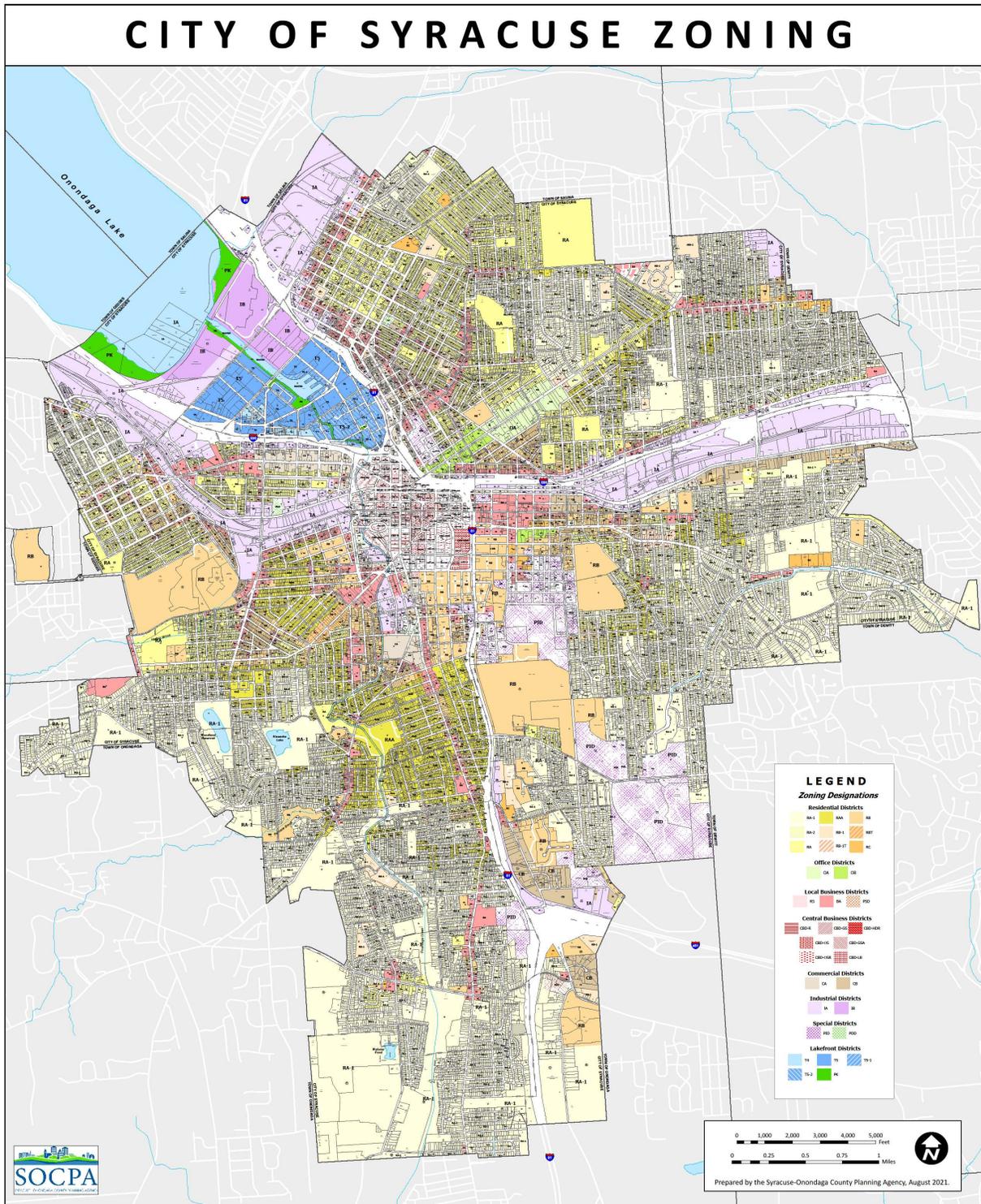


Figure 3—City of Syracuse Current Zoning Map

2.1.2 Current Land Uses

Table 1—City of Syracuse Current Land Uses, 2022

Land Use	Area (acres)	No. of Parcels	Percent of Total Area
Single-unit Dwelling	4,044.10	24,137	24.60%
Unidentified or Streets	3,739.07	n/a	22.75%
Vacant land	1,547.94	4,027	9.42%
Commercial	1,520.58	2,482	9.25%
Parks	950.09	102	5.78%
Two-unit Dwelling	921.04	6,975	5.60%
Apartments	874.33	1,219	5.32%
School/Universities	627.45	99	3.82%
Cemeteries	495.16	34	3.01%
Public services	466.86	97	2.84%
Recreation & entertainment	288.58	48	1.76%
Community services	272.47	135	1.66%
Parking	203.24	429	1.24%
Religious	180.85	159	1.10%
Industrial	162.41	85	0.99%
Three-unit Dwelling	106.83	780	0.65%
Multiple Residences	36.51	200	0.22%
Total	16,437.50	41,008	100.00%

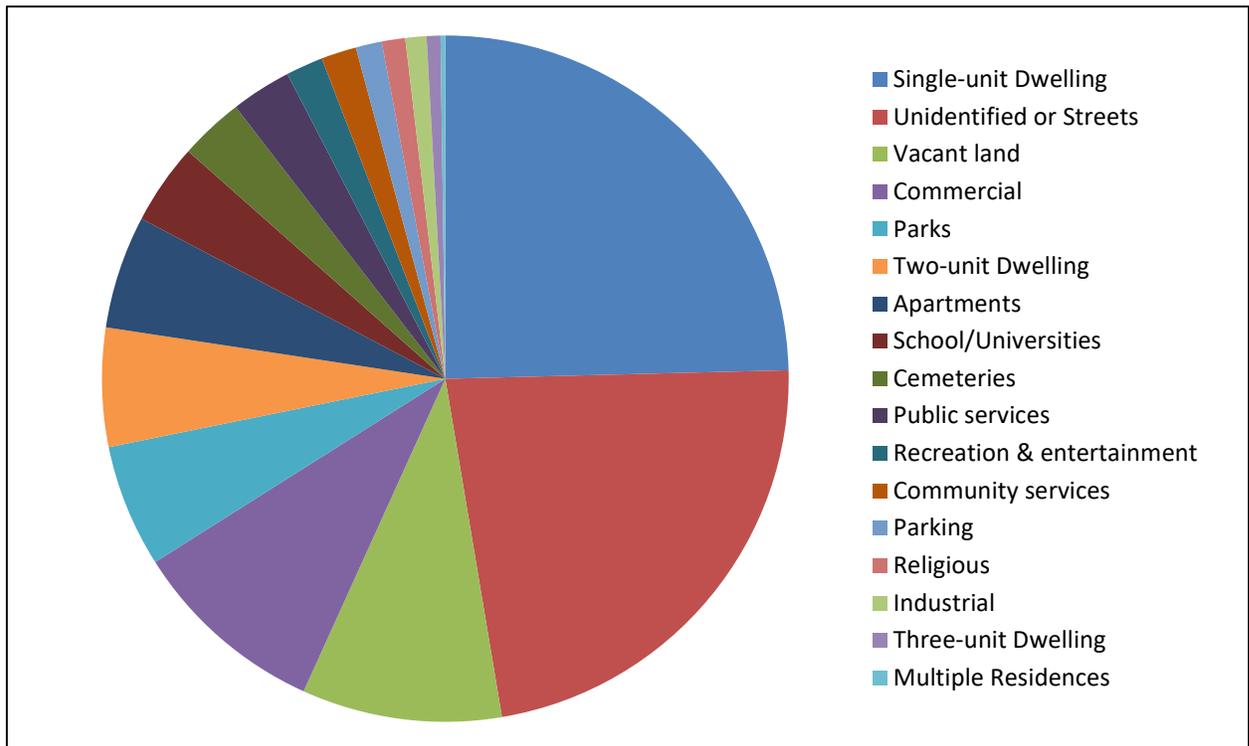


Figure 4—City of Syracuse Current Land Uses, 2022

2.2 Proposed Zoning and Land Use

2.2.1 Proposed Zoning

The zoning districts that will be applied citywide with the adoption of ReZone have been consolidated into 15 proposed districts, including the following:

Residential Districts

- R1 – Single-Family Residential
- R2 – Two-Family Residential
- R3 – Two-Family Residential, Small Lot
- R4 – Multi-Family Residential, Medium Density
- R5 – Residential, High Density

Nonresidential Districts

- CM – Commercial
- LI – Light Industry & Employment

Special Purpose Districts

- OS – Open Space

Mixed-Use Business Districts

- MX-1 – Urban Neighborhood
- MX-2 – Neighborhood Center
- MX-3 – Mixed-Use Transition
- MX-4 – Urban Core
- MX-5 – Central Business District

Planned Development Districts

- PID – Planned Institutional
- PDD – Planned Development

A brief description of the purpose of each district is set forth below.

Residential Districts

- R1: Single-Family Residential – established to provide for neighborhoods made up of primarily single-family detached homes.
- R2: Two-Family Residential – established to provide for neighborhoods made up of single-family detached and two-family homes.
- R3: Two-Family Residential, Small-Lot – established to provide for neighborhoods made up of single-family detached and two-family homes on smaller lots.

- R4: Multi-Family Residential, Medium-Density – established to provide for neighborhoods with medium-density residential development, consisting of a mixture of single-, two-, three- and four-family dwellings, live/work units, and apartment houses that preserve, to the greatest extent possible, the residential amenities and environment associated with single- and two-family residential development.
- R5: Residential, High-Density – established to provide for medium- to high-density residential development consisting of a mixture of single-, two-, and multi-family dwellings, live/work units, and other compatible land uses that are characterized by similarly high land use intensity.

Nonresidential Districts

- CM: Commercial – established to provide appropriate areas that permit the development and continued use of land for commercial and service uses characterized by frequent visits of customers and clients in high volumes.
- LI: Light Industry & Employment – allows a wide range of employment opportunities without potential conflicts from low-density residential uses.

Special Purpose Districts

- OS: Open Space – established to provide adequate lands for recreational use and to protect those lands from being used for purposes other than open space.

Mixed-Use Business Districts

- MX-1: Urban Neighborhood – established to provide for a pedestrian-friendly, transit-supportive mix of low- to medium-density residential and small-scale, low-impact nonresidential uses.
- MX-2: Neighborhood Center – established to provide for a pedestrian-friendly, transit-supportive mix of medium- to higher-density residential uses and nonresidential uses that offer goods and services to surrounding neighborhoods.
- MX-3: Mixed-Use Transition – established to provide for pedestrian-friendly, transit-supportive areas of higher-density residential development and compatible nonresidential uses, such as offices and supporting commercial uses.
- MX-4: Urban Core – established to provide for pedestrian-friendly, transit-supportive areas of higher-density residential development and a well-integrated mix of nonresidential uses.
- MX-5: Central Business District – established to provide for areas of highest-density, transit-supportive residential development, maximum building heights, minimal parking, and the greatest range and mix of uses.

Planned Development Districts

- PID: Planned Institutional – allow for the orderly, cooperative, and flexible development and expansion of institutional land uses.
- PDD: Planned Development – established to provide a flexible but controlled alternative to conventional zoning districts for the development and expansion of beneficial, unobtrusive land uses.

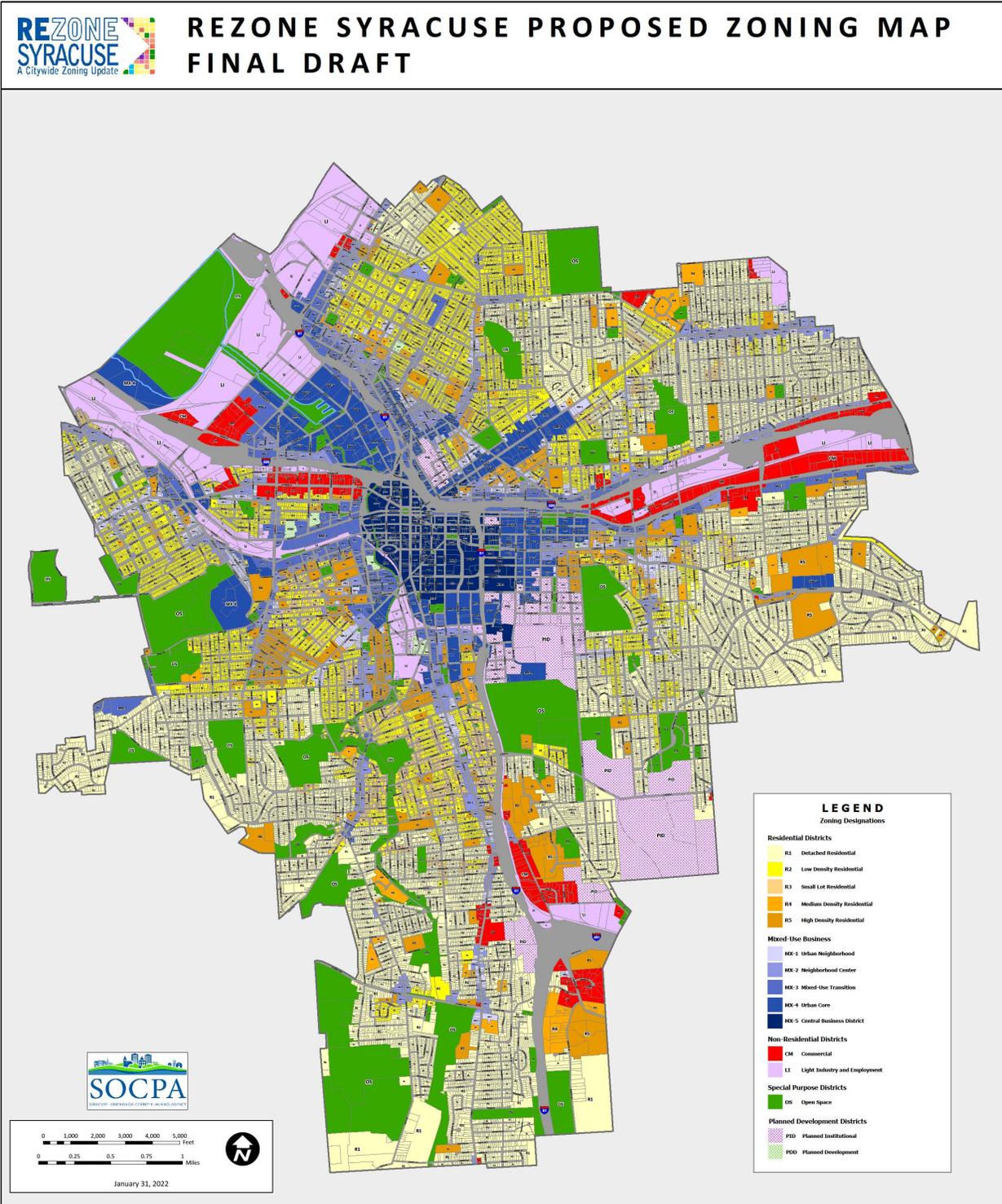


Figure 5—City of Syracuse Proposed Zoning Map

One of the most notable differences between the current and proposed Zoning Ordinance and Map is the citywide emphasis on mixed-use zoning districts, which are intended to mitigate the risks associated with new development and the long term impact it has on the City. ReZone

specifically addresses impacts to resources, such as transportation and infrastructure, by encouraging, requiring, and allowing mixed uses in multiple-story buildings within the capacity of existing infrastructure, and along the traditional form and pattern of development in the City.

Another notable difference is the addition of development standards in the proposed Zoning Ordinance. As noted previously, ReZone has introduced these new development standards to help guide and improve the quality of development citywide. The current Zoning Ordinance does have some development standards, but they are only applied to limited areas of the City. The Lakefront area and portions of James Street currently have development standards, but most other neighborhoods and business corridors do not. This uneven application of standards is not equitable and has been reconsidered in ReZone. The new development standards are applied citywide and will help to improve zoning equity in the City.

The standards will also create greater predictability for both the development community and residents, as the standards and expectations are clear for new development. The establishment of the development standards to improve site and building design will also decrease the City's current reliance on the Project Site review and Special Use Permit review processes to address design. This can be an imprecise process which has created uncertainty for both the developer and area residents.

The new standards will address multiple site and building design considerations, including:

- *Residential Compatibility* – which will ensure respectful transitions from mixed-use and commercial corridors to residential districts, and encourage infill and redevelopment but not at the expense of residential neighborhoods.
- *Off-Street Parking and Loading* – which will make certain development has sufficient parking to meet demand but avoid excessive parking. These standards will allow flexibility in how parking is provided, and encourage multi-modal transportation, like biking. These standards will also have a positive effect on our local environment by reducing stormwater runoff and improving water quality by reducing the amount of required paving.
- *Landscaping and Screening* – which will provide better transitions between uses, help to reduce runoff and stabilize soil, and preserve visual quality of new development or redevelopment.
- *Site and Building Design* – which will be applied citywide to promote high-quality design, minimize impacts of large buildings, and encourage pedestrian-friendly development. These standards will guide new building layout and entries, materials, form, security, and utilities among other considerations.

These standards will allow for design creativity and innovation but create a consistently higher level of new development and redevelopment in our community.

3.0 ENVIRONMENTAL SETTING, IMPACT ANALYSIS, AND MITIGATION MEASURES

In accordance with the requirements of SEQRA and pursuant to the Final Scoping Document for the project, this section of the DGEIS will examine the current status, potential adverse impacts, and mitigation measures of seven potential environmental impacts. In addition, six issues were identified in the Final Scoping Document as being irrelevant or environmentally insignificant but are nonetheless discussed below. Two of the six issues, Climate Change and Zoning Equity, were identified during the public comment period of the Scoping process.

The Final Scoping Document identified the following potential impacts for evaluation in the DGEIS and are discussed in this section:

- Land
- Flooding
- Plants and Animals
- Aesthetic Resources
- Historic and Archaeological Resources
- Transportation
- Consistency with Community Character

The following items were identified as irrelevant or environmentally insignificant in the Final Scoping Document but are nevertheless discussed in this section:

- Energy
- Noise, Odor and Light
- Human Health
- Consistency with Community Plans
- Zoning Equity
- Climate Change

The general environmental setting is best described through the overall land use pattern in the City of Syracuse which is the most densely populated urban environment in Onondaga County. The City's historical function as the core of the regional economy and the home of many of the region's primary employers, including educational, cultural, and government institutions drove the historically compact development and transportation systems in the city. The City's land use and transportation pattern expands outward from downtown into the various neighborhoods via a radial network of major transportation corridors. Urban corridors are lined by dense development, including a mix of residential and commercial activities. Some of these corridors developed as industrial corridors and still contain industrial uses today. The downtown area and these high-density corridors, with their high numbers of visitors each day, support a broad variety of land uses.

Areas between the City's major transportation corridors are typically less dense than the lands that lie directly adjacent to them. The neighborhoods surrounding downtown are also comparatively less dense and primarily residential in nature, but do support some scattered mixed uses that fit into each neighborhood's pattern of activities and provides neighborhood-scale services and retail. Neighborhoods located farther from downtown are based on early streetcar development and consist primarily of residential neighborhoods grouped around defined neighborhood-scale commercial nodes and corridors. These two types of areas both provide for goods and services within walking distance of most residences in the City.

Later-developed neighborhoods, including some early 20th century residential neighborhoods and all post-World War II neighborhoods were developed after most or all of their residents had access to private automobiles. They are not necessarily adjacent to a neighborhood center and they usually include single-unit homes on larger lots than are found elsewhere in the City.

Additionally, numerous parks and open spaces are scattered throughout the City. Onondaga Creek bisects the City, and the Onondaga Creekwalk Trail is adjacent to the Creek for over half of its length. The recently completed Empire State Trail connects to the Onondaga County Loop the Lake Trail and the City's Onondaga Creekwalk trail. Community gardens, wooded areas, public plazas, wetlands, and other natural areas are also situated throughout the City and provide accessible natural areas to City residents and visitors.

3.1 Land

3.1.1 Current Status

The City of Syracuse features a variation of land forms, ranging from rolling drumlins with steep slopes to an extensive flat valley along Onondaga Creek and Onondaga Lake. High resolution land cover data from the Chesapeake Conservancy shows the City's land cover in 2016 was comprised of 38.2% developed land, including structures, roads, and human-constructed surfaces, 30.2% tree canopy, 29.3% low vegetation, and 2.3% open water.

3.1.2 Potential Adverse Impacts

The adoption and implementation of ReZone is expected to indirectly affect construction on, or physical alteration of, the land surface within the City of Syracuse through its regulation of future development and redevelopment actions. Each of these individual actions will be reviewed for specific environmental impacts if a discretionary review is required. This environmental review is not guided or influenced by land use regulations and therefore is not affected by the adoption of new zoning regulations.

This DGEIS is concerned with evaluating the potential significant adverse environmental impacts of ReZone as a policy in comparison to the current Zoning Ordinance. ReZone will have little or no impact on land resources compared to the current Zoning Ordinance. ReZone does not allow new uses that are more impactful, nor does it encourage an increase in activity

that impacts the land. An example of where new zoning regulations may have an impact on land is if a new use is introduced, such as surface mining, which had not been previously allowed. While development density may be increased in areas, the potential intensity of these developments will be mitigated as discussed below.

Although ReZone will have little or no impact on land resources over current land use regulations, it includes few measures specifically designed to conserve land. Setbacks in ReZone are for orderly development, public safety considerations, and creation of a beneficial human environment. The setbacks proposed are not intended to create larger lots with greater amounts of greenspace such as might be found in a suburban or rural community's zoning code, which is a strategy for conserving land. Land development factors often regulated by zoning codes that affect land resources are the creation of impervious surfaces, off-street parking requirements, height regulations, stormwater regulations, conservation area set asides and riparian buffers, and greenspace and landscaping requirements. These issues and how the proposed Zoning Ordinance is addressing them are discussed below as mitigation measures. Where appropriate, potential mitigation strategies are described that would further minimize impacts. Additionally, a buffer area analysis was completed to identify areas within and outside the City limit that abut the municipal boundary and may be susceptible to development, land use incompatibility, or land use change. See Appendix A for the buffer area analysis.

3.1.3 Mitigation Measures

As described above, land development factors often regulated by zoning codes that affect land resources are:

- the creation of impervious surfaces,
- off-street parking requirements,
- height regulations,
- stormwater regulations,
- conservation area requirements and riparian buffers, and
- greenspace and landscaping requirements.

Article 4 of the proposed Zoning Ordinance includes extensive development standards and is a significant improvement over the current Zoning Ordinance which includes varying standards depending upon the neighborhood, or no standards at all. ReZone not only establishes uniform development standards citywide, but expands the number of standards overall and uses both numerical and graphic representations of standards to communicate the desired results. These development standards, as described in the following sections, minimize ReZone's impact on land resources.

ReZone also removes publicly owned or otherwise encumbered greenspaces from the inventory of developable land by including them in the Open Space zoning district. The removal of certain land from development consideration for the purposes of environmental protection of parks and other environmentally sensitive areas is not expected to have an

adverse environmental impact on land or on the City's overall development potential and will not have an adverse environmental impact on land resources in the City over time.

Creation of Impervious Surfaces

A standard feature of typical zoning ordinances is a limit on the percentage of a lot that may be covered by impervious surfaces. This is typically intended to create a certain character of development that includes lawns, trees and other landscaping features. Limiting impervious surfaces also has the benefit of assisting with mitigation of stormwater runoff. Impervious surfaces are sometimes related to setbacks, where there is an assumption these areas will be greenspaces. However, with the advent of the automobile in the early 20th century and the desire for off-street parking and garages on properties, many setbacks were filled with pavement for driveways and garages. In addition to an impact on neighborhood aesthetics, this has also resulted in increased impervious surface coverage, particularly for residential properties. Article 2 of the proposed Zoning Ordinance addresses the allowable impervious surface coverage on lots by zoning district. These include both buildings and driveways.

Additional Mitigation Strategies

The allowable impervious surfaces in ReZone are the result of balancing the desire of property owners to create off-street parking and garages with a minimized impact to neighborhood character. Reduction of impervious surface coverage allowances would reduce the consumption of land and greenspace. Alternatively, increasing requirements for screening of parking areas in the proposed Zoning Ordinance, and incorporating a pervious surface requirement for off-street parking areas would further mitigate impacts to land resources.

Off-Street Parking Requirements

Off-street parking requirements are a standard feature of typical zoning ordinances and can increase the amount of developed area and impervious surface coverage on a lot. Article 4 of the proposed Zoning Ordinance addresses off-street parking requirements through several provisions that include minimum requirements for each land use type, limitations on the maximum number of spaces permitted for commercial or industrial uses, and opportunities for applicants to reduce their parking requirement or provide alternatives to off-street parking. ReZone has significantly reduced the minimum off-street parking requirements in comparison the current Zoning Ordinance. Article 3 of the proposed Zoning Ordinance also eliminates off-street parking as a land use in the MX-5 and R1 zoning districts.

Height Regulations

Regulating height is often used in older zoning codes to regulate form, but also density or intensity of development. This historically has had inadvertent impacts and proven to be an awkward approach to achieving community development goals. One unintended impact of regulating the height of a building in an urbanized area is to increase the footprint of shorter buildings to achieve the same square footage. This suburban or rural approach to

development, where there is typically more land available, results in sprawling auto-oriented communities with limited walkability and public spaces. This also results in greater land consumption than necessary, and has numerous environmental impacts including pollution from increased vehicle use, a degradation of the human environment, and aesthetic impacts to the community. One-story buildings are also inherently less efficient than multi-story buildings putting a strain on energy resources and increasing pollution.

ReZone incorporates a form-based approach to building height by eliminating height regulations, and instead establishing building story requirements, as well as standards for the relationship to the public realm, sidewalks, and the street right-of-way. In this way, ReZone is concerned less with the height of the building, and more with the ability of a building to create a healthy human environment at the street and provide the commercial, residential, and mixed-use development necessary for a thriving and vibrant city. This approach in the proposed Zoning Ordinance has the effect of conserving land by limiting areas where one-story buildings may be constructed.

Stormwater Regulations

The New York State Department of Environmental Conservation (“NYSDEC”) MS4 Phase II program requires municipalities to mitigate impacts to the quality and quantity of stormwater discharges to impaired waterbodies. In accordance with the requirements of the MS4 Phase II program, the City has developed a Stormwater Management Plan (“SWMP”) which it is responsible for the implementation and enforcement of, and developed stormwater management regulations citywide. While some communities incorporate these required stormwater management regulations into their zoning ordinance, most create a local law as is the case for the City of Syracuse. As such, the City’s current and proposed Zoning Ordinances do not directly regulate stormwater management.

ReZone indirectly regulates stormwater management by encouraging more compact and dense development in order to create a pleasing and vibrant urban environment. ReZone also includes development standards and regulations to limit impervious surface coverage and foster the creation of greenspace and landscaping, which have the effect of reducing stormwater runoff and improving stormwater quality. Any additional policies to minimize land impacts with regards to stormwater should be addressed by the City’s stormwater management regulations.

Conservation Area Requirements and Riparian Buffers

Syracuse has a wide variety of land uses and land cover types. The City includes such geological features as limestone escarpments, drumlins, glacier shaped hillsides and valleys, and Onondaga Lake. Where undeveloped, these areas often include unique and sensitive habitats, and sometimes densely vegetated and even forested areas. Many of these areas are entirely or partly designated as parkland. Increasingly, City residents have expressed concern for natural areas that are privately held and may be at risk of impacts or even eradication due

to development. These areas may be associated with small streams, or vacant land on hillsides.

The land along waterbodies is referred to as a riparian area. Though often associated with streams, this term also applies to lake or pond shorelines. In a natural state, these areas are critically important habitat for wildlife. These areas also often include wetlands that are critical for both habitat as well as attenuating high water flows, and protecting water quality by absorbing nutrients.

ReZone does not include specific provisions for the set aside of conservation areas or the creation of riparian buffers.

Additional Mitigation Strategies

Potential mitigation measures could be implemented in ReZone to assist in protecting conservation and riparian areas from future development. For example, regulating development on steep slopes can reduce the impacts of runoff and erosion and preserve valuable scenic areas. Zoning codes can also implement setback requirements from natural features such as streams, wetlands, and other waterbodies. Specific requirements for set asides may also be included in zoning codes, but are more often found in subdivision regulations.

Potential mitigation measures to further minimize impacts to environmentally-sensitive lands include incorporating set aside provisions in Article 4 of the proposed Zoning Ordinance to identify conservation and riparian areas in the City that require site specific mitigation. These areas could be identified and incorporated into a zoning overlay, or the law could simply describe the types of areas that need to be identified on a site plan and then mitigation of impacts proposed during SEQRA review.

By identifying specific areas for conservation, ReZone will both conserve land resources, and increase the value of adjacent developed areas. This will further demonstrate the need to ensure that development is meeting the expected level of performance of developed areas as well as create a more pleasing and healthy urban and human environment.

Greenspace and Landscaping Requirements

Article 4 of the proposed Zoning Ordinance includes greenspace and landscaping requirements for all new development, except properties with one- or two-unit dwellings, and for substantial expansions or enlargements. The requirements are presented with both numerical requirements and graphic presentations (see Figure 6), and address multiple environmental impacts including the conservation of land. As described in Article 4, these requirements are further intended for the following purpose:

The City recognizes landscaping, buffering, and screening as important components that contribute to Syracuse’s sense of place by:

- 1) Providing a transition between land uses;
- 2) Providing for the natural visual screening of parking and loading areas;
- 3) Establishing an attractive streetscape that contributes to the character and appearance of the city and creates a safe and pleasant environment for people;
- 4) Improving the appearance of development to protect and enhance public and private investments and property values;
- 5) Conserving water resources by using sustainable design and maintenance techniques and native and/or adapted plant species that are regionally appropriate;
- 6) Realizing the environmental benefits of landscaping such as storm water retention; recharging groundwater; retaining soil moisture and preventing erosion; minimizing the urban heat island effect; and mitigating air quality, water pollution, dust, noise, heat, and glare; and
- 7) Providing screening to minimize the visual impacts of some types of facilities, structures, and equipment.

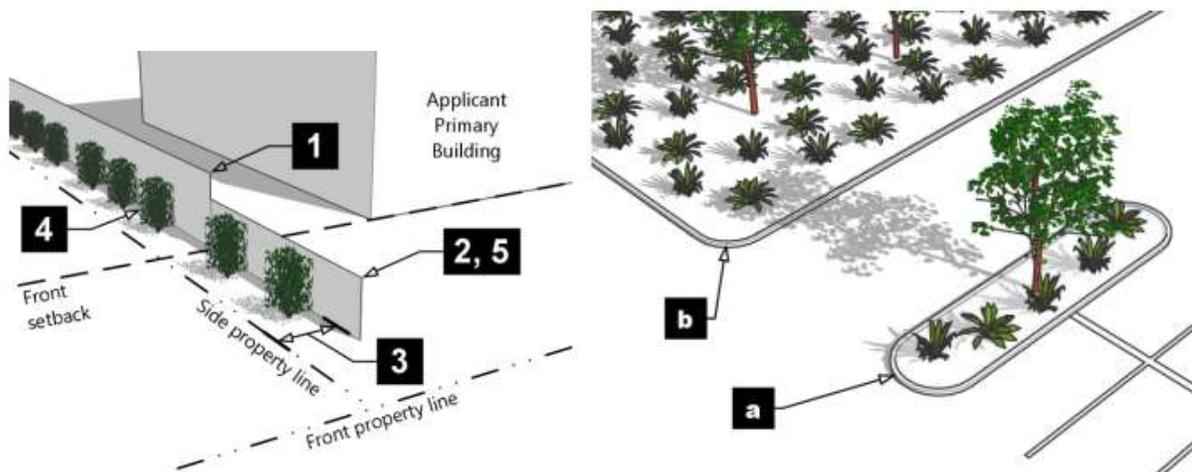


Figure 6—Greenspace and Landscaping Requirements of Proposed Zoning Ordinance

Implementation of ReZone will allow for the testing of the effectiveness of the City’s development standards. Over time these standards may be modified to better meet the City’s goals.

3.2 Flooding

3.2.1 Current Status

There are significant floodplains in the City of Syracuse, especially along Onondaga Creek and within City parks (see Figure 7). Approximately 90% of the land area in the City drains to Onondaga Lake either directly or via a tributary to the lake. The remaining land area drains to Butternut Creek, and then eventually Oneida Lake. Many of the smaller tributaries in the City have been covered, particularly in the denser, urban areas like Downtown. The City

manages several flood retention areas on the periphery of the City in an attempt to reduce flood flows before the floodplain is confined to culverts or other engineered channels. The Special Flood Hazard Area (“SFHA” or “100-year floodplain”) was recently mapped by New York State using LiDAR data which is far more accurate than typical methods. However, this method often results in controversy as it reveals areas that may be prone to flooding and thereby requiring flood insurance in accordance with the federal National Flood Insurance Program.

Several streams have been confined to long culverts and/or engineered channels which reduces flood capacity in the City and reduces the effectiveness of the storm sewer system in general. Further, there are large areas of the City that were formerly floodplain and wetland areas that have been completely modified and very intensely developed. This is especially the case in the Lakefront area of the City.

In addition to these drainage and development modifications which are fairly typical of an older city in the northeast region of the U.S., Syracuse has a combined sewer in many areas. A combined sewer is one where stormwater from precipitation and sanitary sewage flow together in the same system to the sewage treatment plant. This type of system presents a multitude of challenges for sewage treatment as well as water quality and flooding. One of the most impactful features of this type of system is a device called a Combined Sewer Overflow (“CSO”). A CSO is designed to relieve flooding in neighborhoods and reduce flows to the sewage treatment plant by releasing sewage and storm flows to, in this case, Onondaga Creek during high precipitation storm events. The City and Onondaga County have made great strides in eliminating CSOs and mitigating stormflows by reducing impervious surfaces and developing infiltration areas in the City (green infrastructure practices).

In summary, Syracuse is working diligently to mitigate the impacts of natural floodplain loss and flow constraining infrastructure, including through the use of modern land use regulations to avoid impacts in the future.

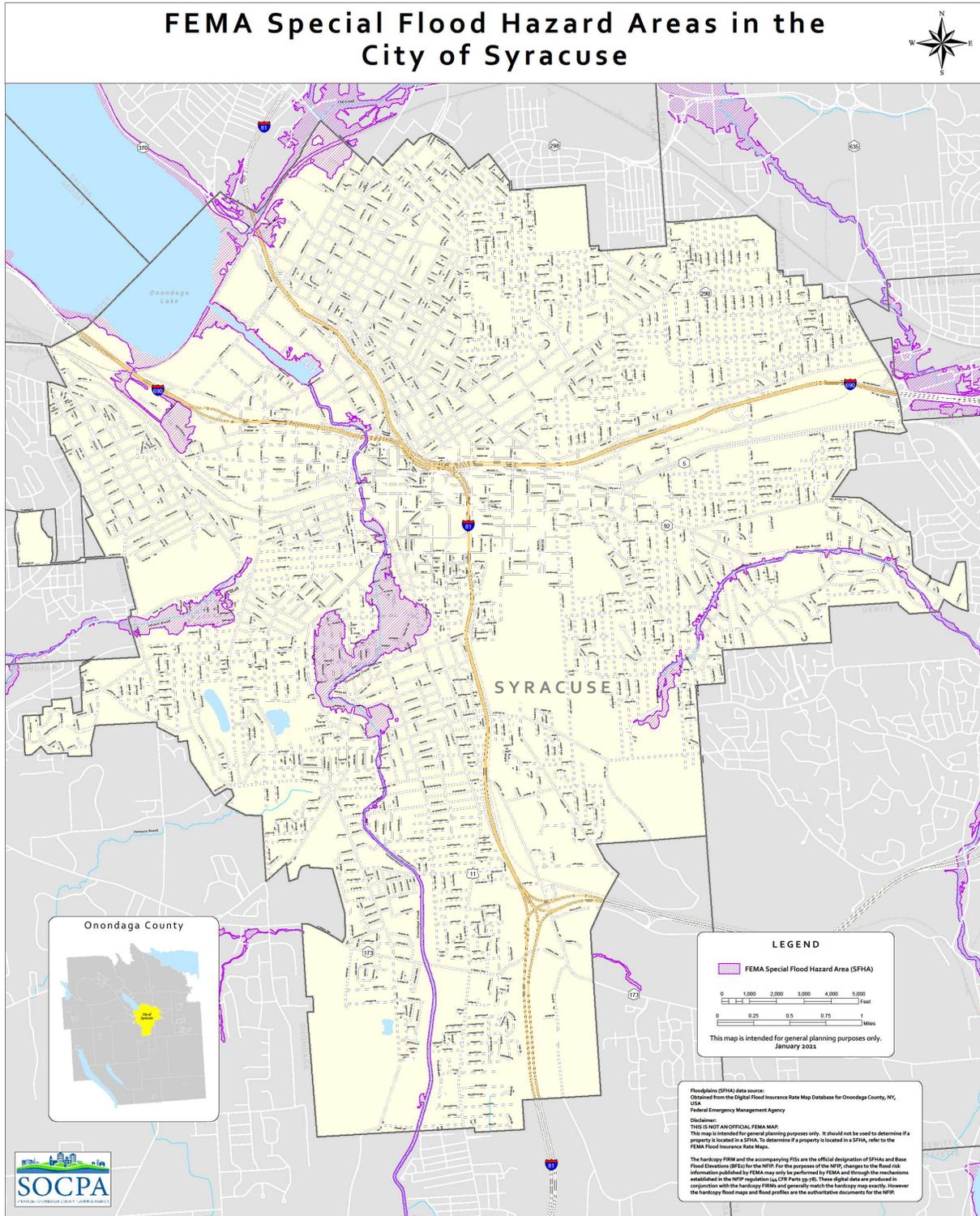


Figure 7—Special Flood Hazard Areas, City of Syracuse

3.2.2 Potential Adverse Impacts

The adverse impacts of development in floodplains are well known and costly. Due to local, state and federal laws and the requirement of flood insurance for property owners, it is difficult to adequately summarize the intricacies of land use and flood impact amelioration. There tends to be a recurring cycle of flooding, repair of homes or businesses in a floodplain with federal insurance dollars, and then eventually a recurring flood. In an urban area like Syracuse every stream channel has been straightened and tamed and even buried in a culvert in order to make floodplain land available. Without a flood control structure upstream, the City would inevitably see annual severe flooding. Fortunately, there is a dam on Onondaga Creek, the largest tributary to Onondaga Lake, which effectively diminishes the threat of flooding in the City along the creek. Other flooding concerns are related to the City's CSOs. The legacy of this system and the impacts to Onondaga Lake are well known.

Land use then has a large part to play in an urbanized area like Syracuse, where much of the City's residential neighborhoods and industrial areas are located in former floodplains. The City and County have been addressing the CSO issue over a long period of time in an effort to clean up Onondaga Lake and Onondaga Creek. The Save the Rain program established many rain gardens and other distributed facilities throughout the City in order to reduce stormwater inputs to the CSO. This points to the potential impact of impervious surfaces such as rooftops, driveways, and parking areas. Another factor that zoning can partially influence is the land uses allowed in the floodplain. ReZone incorporates several improvements to existing policy in order to mitigate potential flooding related impacts.

3.2.3 Mitigation Measures

The City of Syracuse updated its local floodplain management law in 2016. This law requires that any development within the SFHA (i.e., new structure, filling, grading, or substantial improvement to an existing structure) obtain a floodplain development permit, in addition to all standard building and development permits. These projects with the SFHA are reviewed by a certified floodplain manager for consistency with the local law. New and substantially-improved residential structures in the SFHA must have the lowest floor elevated to two feet above the base flood elevation, and basements are not permitted. Non-residential structures must either have the lowest floor elevated to two feet above the base flood elevation or be flood proofed to withstand floodwater hydraulic pressures and floodwater intrusion into the structure.

Within the SFHA Floodway (a narrower part of the floodplain with higher velocity and deeper flow), development requirements are stricter, with the Syracuse local law requiring the developer or builder to conduct a hydraulic engineering study demonstrating that the development will cause no rise in the existing base flood elevation. This current approach allows development to occur in the floodplain, while working to minimize or avoid flood-related impacts.

ReZone introduces land use measures in support of this approach to further reduce the impacts of floodplain development and improve the legacy of stormwater and wastewater

management in the City. ReZone will accomplish this by allowing multiple dwelling buildings in areas where only detached homes were allowed historically. It may seem counterintuitive to allow more units in the floodplain. However, multiple dwelling projects are able to use construction techniques that raise the dwellings out of the floodplain by either building up the elevation of the site or elevating the structure to base flood elevation plus two feet. Accessory or non-occupied uses, such as automobile parking or storage are permitted as long as the lowest occupied floor is properly elevated. The proposed Zoning Ordinance will continue to allow detached homes in certain areas prone to flooding, provided they are designed and constructed to reduce flooding impacts and meet the local floodplain development law. Construction in accordance with the City law will also significantly reduce flood insurance costs compared with structures not meeting these standards.

Eliminating development in these areas altogether has both legal and practical consequences. Simply eliminating the ability to develop in the floodplain would cause numerous existing structures and uses within the floodplain to be deemed pre-existing non-conforming, which would thus allow those structures and uses to remain. Over time, they gradually decline without the possibility of reconstruction, which would result in deleterious effects and potential environmental impacts to the neighborhood.

The City currently has an abundance of vacant and/or dilapidated properties, many of which are within the floodplain. The proposed Zoning Ordinance will mitigate any environmental impacts by allowing development with more capacity in areas prone to flooding, thus providing a path for existing properties to remain viable.

ReZone also introduces an Open Space zoning district. Due to the issues with a regulatory takings described above, this zoning district only includes open space resources that are government owned, or otherwise protected. However, this zoning district could be applied to vacant properties held by an intermediary organization until the government is able to purchase them. In this way, the Open Space zoning district will further mitigate flood-related impacts by providing a mechanism for undeveloped land to remain undeveloped.

Finally, new site design regulations introduced by ReZone will further mitigate flooding by potentially reducing flows to the stormwater system. Off-street parking and loading regulations will make certain development has sufficient parking to meet demand but limit onsite parking and impervious surface area which increases flooding. These standards will also allow flexibility in how parking is provided by reducing onsite parking requirements where on street parking is available and projects are in close proximity to transit. These standards will directly affect our local environment by reducing the amount of required paving, thereby reducing stormwater runoff, reducing risks of flooding, and improving water quality. These regulations combined with increased landscaping requirements will mitigate flooding impacts in future development.

3.3 Plants and Animals

3.3.1 Current Status

According to data from the NYSDEC, portions of the City may contain plant and/or animal species, or their associated habitats, which have been identified as threatened or endangered species by New York State or the federal government. These species include Midland Sedge, Reflexed Sedge, Glomerate Sedge, Straight-leaved Pondweed, Lake Sturgeon, Peregrine Falcon, Bald Eagle, Indiana Bat, and Northern Long-eared Bat.

The NYSDEC Environmental Resource Mapper shows generalized locations throughout the City where a threatened or endangered species may be present, with the greatest concentrations occurring within Onondaga Lake and the Lakefront area and on the east side of the City (Figure 8).

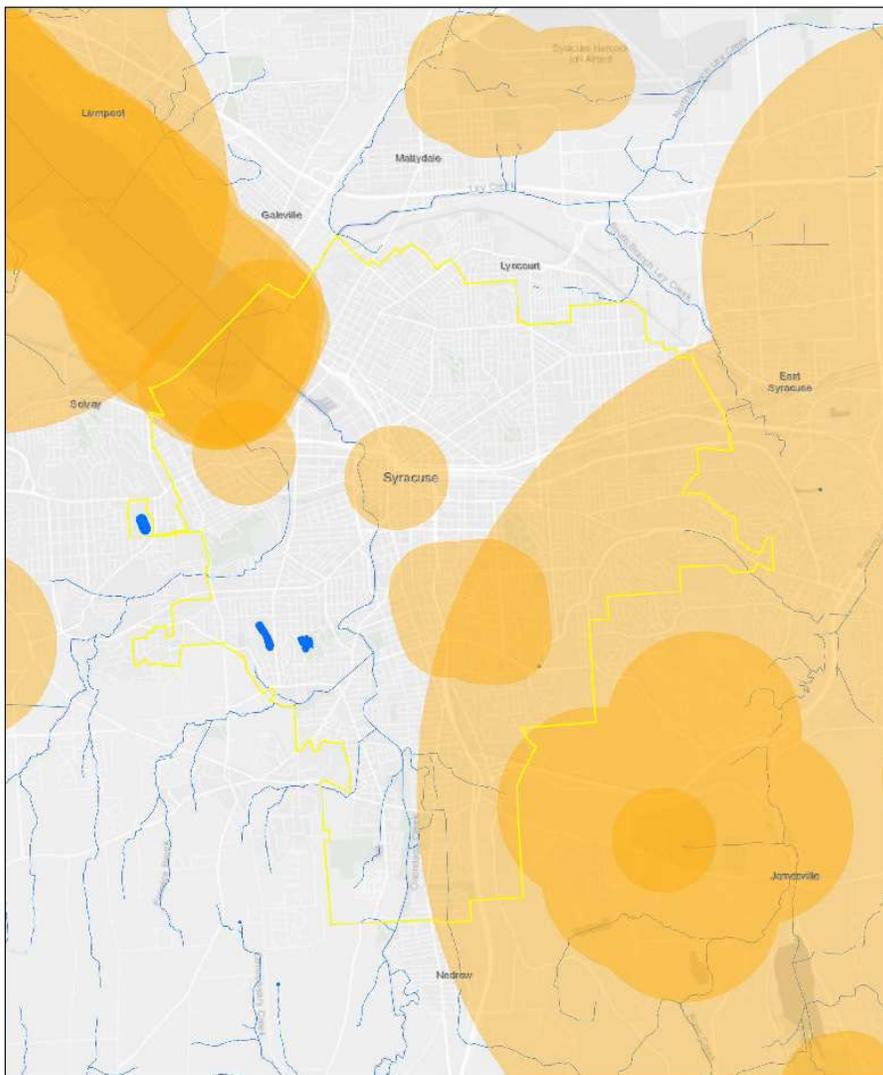


Figure 8—Rare Plants and Animals, City of Syracuse

3.3.2 Potential Adverse Impacts

Adoption or implementation of ReZone is expected to indirectly result in the loss of flora or fauna within the City of Syracuse through future development and redevelopment actions. However, most new development is expected to occur on previously developed sites.

3.3.3 Mitigation Measures

There are elements of ReZone that will mitigate the potential loss of flora and fauna due to new development. Establishing an Open Space district will provide and protect lands, including park lands, wooded areas, and land adjacent to Onondaga Creek. These areas will provide habitat for plants and animals, flood attenuation, and open space for public use.

Additionally, development standards will mitigate impacts of development through required landscaping and other features which will improve the environment for people, flora and fauna, and will include planted buffer areas, landscaping and tree requirements that will help to minimize impacts to plants and animals.

Finally, given the generalized nature of available data, confirmation of the existence of any threatened or endangered plants and animals would be best considered during a project-specific SEQRA review when a jurisdictional determination can be completed for a subject area and specific protective measures implemented, if necessary.

3.4 Aesthetic Resources

3.4.1 Current Status

There are no officially designated scenic or aesthetic resources in the City. However, the proposed Zoning Ordinance seeks to address aesthetics in a more general sense by incorporating development standards into the City's zoning regulations. The current Zoning Ordinance contains some development standards, but they are limited to certain zoning districts and areas of the City (i.e., the Lakefront District and portions of James Street). This uneven application of standards is not equitable and relies heavily on the current project review process to ensure a high level of development in other areas of the City.

The current project review process seeks to maintain consistency with the built environment and existing aesthetic value of the surrounding area by considering the following aesthetic elements:

- Site landscaping,
- Screening of parking facilities,
- Limited onsite lighting,
- Signage,
- Building materials,
- Window transparency
- Building orientation and setbacks,

- Transitional areas between the public realm and private buildings, and
- Compatibility with nearby historic structures.

With the adoption and implementation of ReZone, these aesthetic treatments, and others, will be clearly articulated in the zoning regulations and applied citywide.

3.4.2 Potential Adverse Impacts

The aesthetic impacts of ReZone are expected to be largely positive, as the proposed Zoning Ordinance is focused on improving the character of the built environment. ReZone strives for a minimum performance of development throughout the City. The clearly articulated site and building standards for new development and redevelopment will enhance and protect the City's aesthetic resources. Historic Preservation regulations will protect historic resource aesthetics, site design will require appropriate lighting, and development standards will situate buildings to engage the public realm. These new requirements are widely accepted and will improve the performance of the site while enhancing the aesthetics of the City's new development and redevelopment.

There are neighborhoods that may inadvertently be impacted by the move to standardized zoning across the City. These include the Eastwood, Lakefront, and University neighborhoods, which are currently covered by an overlay zoning district with specific design and review requirements. A potential concern in these neighborhoods is that elimination of the existing overlay regulations in the proposed Zoning Ordinance will result in a reduced standard of development in comparison to the current Zoning Ordinance. However, ReZone's new development standards provide the same, if not better, provisions to achieve the objectives of the existing overlays.

3.4.3 Mitigation Measures

Article 4 Development Standards of the proposed Zoning Ordinance will establish a baseline for aesthetics associated with development throughout the City and ensure that property owners and developers share in the responsibility to protect and enhance the City's aesthetic resources going forward. New regulations in ReZone will also improve transparency and neighborhood notifications of project reviews, encouraging greater community involvement and further minimizing aesthetic impacts.

ReZone eliminates the Special Neighborhood District designation and Certificate of Suitability review process and instead uses the Site Plan Review process established by New York State General City Law ("GCL") to achieve the same review. The Site Plan Review process combined with ReZone's development standards will form a solid foundation for replicating the current practices and allow for easier, more uniform enforcement.

Article 4 establishes clearly articulated standards for development. There is an anticipated improvement in resulting development and aesthetics. Article 4 covers a wide variety of

standards from parking to façade treatments to landscaping and screening requirements. As previously noted, these standards include:

- *Residential Compatibility* – which will ensure respectful transitions from mixed-use and commercial corridors to residential districts, and encourage infill and redevelopment but not at the expense of residential neighborhoods.
- *Off-Street Parking and Loading* – which will make certain development has sufficient parking to meet demand but avoid excessive parking. These standards will allow flexibility in how parking is provided; including allowing on street parking and proximity to transit to reduce required onsite parking requirements. These standards will also encourage multi-modal transportation, such as biking. These standards will also have a positive effect on our local environment by reducing stormwater runoff and improving water quality by reducing the amount of required paving.
- *Landscaping and Screening* – which will provide better transitions between uses, help to reduce runoff and stabilize soil, and preserve the visual quality of new development or redevelopment.
- *Site and Building Design* – which will be applied citywide to promote high-quality design, minimize impacts of large buildings, and encourage pedestrian-friendly development. These standards will guide new building layout and entries, materials, form, security, and utilities among other considerations.

ReZone seeks to reverse the mistakes of the past by applying zoning and development standards evenly across the City so that all neighborhoods receive a minimum level of environmental and design amenities that will improve the health and livability of the city. In addition, ReZone seeks to make these requirements more accessible to residents and neighborhood leaders, and increase public participation in the project review process in order to ensure their voices are heard and concerns addressed in a way that is attentive to their neighborhood and community vision.

With these mitigation measures in place, the proposed Zoning Ordinance will not result in any significant adverse impacts concerning aesthetic resources in the City.

3.5 Historic and Archaeological Resources

3.5.1 Current Status

The City contains numerous historic resources that are either listed, or eligible for listing, in the New York State and National Registers of Historic Places. Additionally, the Common Council has designated individual and groups of properties to be of local historic significance as Protected Sites or Preservation Districts. The City also contains archaeological resources.

The inventory of archaeological sites and resources is held and maintained by the New York State Historic Preservation Office (“SHPO”).

Within the boundaries of the City of Syracuse there are presently 116 State and National Register-listed resources, including 13 historic districts. Individually-listed resources include industrial, commercial, residential, institutional and religious property types and several designed landscapes. Districts are identified in both residential and commercial settings.

Locally designated sites include 58 individual Protected Sites, representing primarily residential, commercial, religious, and institutional property types. This number also includes designed landscapes such as parks and cemeteries. There are also four Preservation Districts: two residential districts and two districts featuring commercial, institutional and religious buildings. There is significant overlap between the National Register-listed and the locally designated properties.

The current preservation ordinance was adopted in 1974 (Part C, Section VII, Articles 3-9 of the current Zoning Ordinance). There have been no major revisions to the preservation ordinance since its adoption more than 45 years ago. As part of ReZone, the preservation ordinance has been updated significantly to make it consistent with best practices while maintaining the overall goal of protecting and celebrating the City’s historic resources. Article 6 of the proposed Zoning Ordinance is based on the *Model Preservation Local Law for New York State Municipalities*, developed by the SHPO.

3.5.2 Potential Adverse Impacts

Historic Resources

The adoption and implementation of ReZone is anticipated to have no impact on historic resources in the City of Syracuse. The current Zoning Ordinance contains safeguards for historic resources that will carry over into the proposed Zoning Ordinance, including an updated historic preservation law coupled with a robust local preservation program.

The revisions to the current preservation ordinance are procedural. The most significant revision is the inclusion of language specific to the appeal of Syracuse Landmark Preservation Board (SLPB) decisions related to Certificate of Appropriateness applications. A Certificate of Appropriateness is required for any project that will result in the material change in appearance of a local Protected Site or property within a Preservation District. Under the current Zoning Ordinance, appeals of SLPB decisions are heard by the City Planning Commission. Under the proposed Zoning Ordinance, aggrieved applicants will have two appeal options: an applicant may apply for a finding of economic hardship through the SLPB; or the applicant may go directly to an Article 78 proceeding through the New York State court system.

As a result of the change in the appeals process, the SLPB will now be required to hold formal public hearings for all Certificate of Appropriateness applications. This requirement will affect the lead time needed to process and schedule applications, but will create a more public and transparent review process.

In addition, due to the revised Certificate of Appropriateness review procedure, the proposed Zoning Ordinance includes provisions (not in the current Zoning Ordinance) that allow the SLPB to consider economic hardship in cases where the need for flexibility to address a unique and special situation is clearly demonstrated. Under the current preservation ordinance, consideration of economic hardship is only given to the City Planning Commission upon appeal. The burden of proof of hardship is on the applicant, who will be expected to provide documentation sufficient to substantiate the hardship claim.

Finally, the proposed Zoning Ordinance includes a statement affirming property owners' responsibility to maintain their properties in accordance with the Property Maintenance Code of New York State, Syracuse Property Conservation Code and all other applicable local regulations. Maintenance is the key to the long-term stewardship of historic neighborhoods and individual resources. Owners who allow their properties to fall into serious disrepair will be cited and subject to fines by the Division of Code Enforcement.

Protections for non-locally designated historic properties are also carried over in the proposed Zoning Ordinance. Under the current Zoning Ordinance, the Office of Zoning Administration refers any project that requires a Project Site Review and involves a non-locally designated property that is listed in the City's Historic Properties List to the SLPB for review and comment. This provision will now apply to all projects requiring Site Plan Review. The [Historic Properties List](#)⁴ is updated on a quarterly basis.

Archaeological Resources

The potential adverse impact of the new code to archaeological resources is unknown. Projects consistent with the new code could impact archaeological resources; however, the majority of sites considered for new development or redevelopment within the City boundaries have been previously disturbed and therefore are unlikely to contain significant archaeological resources.

3.5.3 Mitigation Measures

Historic Resources

The adoption of ReZone is anticipated to have no impact on historic resources. The proposed Zoning Ordinance carries over all reviews and authority included in the current Zoning Ordinance. Any adverse impact to historic resources will be identified and mitigated by the review and compliance provisions of the updated historic preservation law contained within

⁴ Available at: <https://beta.syr.gov.net/Boards-and-Commissions/SLPB/Historic-Properties-List>

the proposed Zoning Ordinance. These specific measures include the continuation of current safeguards for historic resources, updates to the appeals process which provide for a more public and transparent review process, and penalties for property owners that allow their properties to fall into serious disrepair.

Archaeological Resources

The risk to archaeological resources is unknown, but considered minimal. In areas where prior ground disturbance cannot be documented, a Phase 1 archaeological investigation may be required in connection with the SEQRA review for a particular project. If archaeological resources are present or believed to be present, an applicant or developer will be required to comply with applicable requirements or conditions concerning the identification and preservation of such resources, as appropriate.

3.6 Transportation

3.6.1 Current Status

Transportation and land use are intertwined, and the City of Syracuse is similar to other “Rust Belt” cities where growth and development have historically occurred around the transportation networks of the times – waterways, canals, railroads, and eventually roads. Syracuse is unique, however, in that it is located near the center of New York State with unobstructed transportation corridors to the north, south, east, and west.

The historic Erie Canal passed through the heart of downtown Syracuse and is a unique aspect of Syracuse’s transportation history. Today, Syracuse still has access to the Great Lakes via the Oswego Canal and access to the Hudson River via the NYS Barge Canal, which has a terminus at the Inner Harbor at the south end of Onondaga Lake and provides unique urban water access. Another, often forgotten, historical transportation resource in Syracuse is the extensive trolley system that connected the region and its workers to a variety of jobs throughout the City and County. These trolleys operated at their peak in the early 20th century. Remnants of their existence can still be found across the landscape and are evident in the residential neighborhoods that developed around them.

Today, the Interstate highway system follows relatively flat corridors to the north, south, east, and west, making direct high speed surface transportation connections with Pennsylvania, Canada, Buffalo and Albany. Passenger and freight rail lines also converge in Syracuse, providing additional connections to the region. Other important infrastructure associated with the present railroad network include a regionally significant rail yard and interchange operated by CSX in East Syracuse just outside of the City limits, and the William F. Walsh Regional Transportation Center for passenger rail in the City. The City of Syracuse also owns the Syracuse Hancock International Airport located just north of the City, which provides connections to more distant locations. At a more local scale, the City is served by the Centro

transit system which is a typical upstate transit system with consistent ridership that provides an important transportation resource in the City and connections to the surrounding county.

In more recent years, the legacy of urban renewal programs from the 1960's and the construction of Interstate highways I-690 and I-81 have been a focus of community revitalization as the City and region finalize plans to remove the viaduct and I-81 from the City and replace it with a surface level boulevard to maintain automobile connectivity. Community revitalization efforts have also focused on the walkability of communities, which is increasingly important as a means of creating a higher quality of life, supporting retail, and increasing vibrancy downtown and in neighborhood centers. These efforts seek to correct the City's urban renewal legacy, which included the decimation of pedestrian and bicycle resources. Syracuse, like many other upstate cities, is prioritizing mitigation of this legacy through the provision of bicycle and pedestrian safety improvements to the transportation system. Syracuse and Onondaga County have made consistent and significant strides in this area with the extension of the Creekwalk and more recently \$20M in improvements to establish the Empire State Trail across the county and most significantly eliminating the gap in the trail in the City. The City and County continue to make progress in this area.

See Appendix B for key transportation indicators that quantify the preceding narrative and describe the transportation system and resources in Syracuse in more detail.

3.6.2 Potential Adverse Impacts

The history of Syracuse and significant transportation resources available in the City both currently and historically demonstrate the impact transportation can have on land use. At the same time, land use can have a dramatic impact on transportation resources. At the project level, these impacts may be something as straightforward as the installation of a roundabout to facilitate access and maintain the capacity of a busy roadway. At an extreme, a new road, highway, or rail line may be required to facilitate access to an industry that requires frequent deliveries to and from the new development. Land use regulations including zoning typically take these factors into account when assigning zoning districts to areas in a community in an attempt to both avoid issues as well as capitalize on the resources available.

ReZone has assessed potential land uses and the capacity of the street network, availability of transit, and the proposed changes to the street network that may occur through the removal of the I-81 viaduct. More importantly, ReZone has considered the impacts of the I-81 project to neighborhoods of certain types and intensity of development and has made map changes consistent with neighborhood input so as to avoid future impacts of the project.

ReZone is not anticipated to have any significant adverse impacts on the transportation network now or well into the future. This is due to ReZone both continuing well established transportation and land use patterns and limiting expansion of uses in some neighborhoods where the local street network, including sidewalks, cannot tolerate uses that are inherently dependent on the automobile. ReZone also requires a building form and pattern of

development that facilitates pedestrian and bicycle modes of travel, as well as emerging micromobility options (e.g., scooters), bus rapid transit and even rideshare facilities.

3.6.3 Mitigation Measures

The inclusion of the Mixed Use districts will mitigate potential adverse impacts. These districts are frequently located along primary corridors in each quadrant of the City. The mix of uses, allowable density, range of housing types, inherent walkability, and transportation options that are situated along these corridors are consistent with Smart Growth principles which are identified as, “an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods”. These walkable corridors throughout the City will also play a part in minimizing potential adverse impacts to transportation. Transit accessible, walkable neighborhoods can reduce dependence on single occupancy vehicle usage and increase transit ridership, thereby reducing vehicle miles traveled.

Additionally off-street parking and requirements will ensure development has sufficient parking to meet demand but avoid excessive parking. These standards will allow flexibility in how parking is provided, and encourage multi-modal transportation, like biking. These new requirements work with and are complementary to the excess capacity of city streets for vehicular traffic. Syracuse has lost significant population since the 1960’s and, although the City has fewer residents, household size and modern trends among households with multiple vehicles have prevented a dramatic decrease in vehicular traffic. City streets, including major boulevards, have sufficient capacity which has allowed for lane reductions, and the addition of bicycle and pedestrian facilities.

In summary, ReZone is not anticipated to have any significant adverse impacts on the transportation network and will allow for improvements to existing transportation conditions in the following ways:

- Reduce travel demand for daily goods by allowing Mixed Use zoning districts to be established near or within residential areas;
- Promote bicycle usage by mandating bicycle parking in certain districts;
- Parking lots must have pedestrian facilities;
- New design and siting requirements for parking lots to protect walkability and reduce auto demand; and
- All projects subject to SEQRA review must evaluate and, if necessary, mitigate potential transportation impacts.

3.7 Consistency with Community Character

3.7.1 Current Status

The City of Syracuse consists of a diverse array of neighborhoods, business and commercial developments, abundant parks and open space, a rejuvenated downtown, major education

and health care institutions, and significant historic architecture, all located in an area with dramatic topographical changes and a well-studied urban forest. See the Syracuse neighborhood map in Figure 1.

In most residential areas of the City, the character reflects the late 19th and early 20th century defining character of front porches, sidewalks and street trees, and unique architecture in many of the buildings in more commercial areas. Syracuse was by and large an industrial and commerce City with industry and manufacturing situated along the many transportation conduits for raw materials and delivery of goods such as the Erie Canal historically, and Interstate highways today. In many ways Syracuse is and has historically been a typical charming northeast city. The postwar period brought many changes to Syracuse as it did many other cities. Post-war growth and optimism is prevalent in plans from that time period, with visions of modern architectural styles, an expectation of never ending growth in population, and an ever expanding economy with limitless cheap energy and raw materials.

Two significant periods in urban planning were born of a desire to improve, among other things, the aesthetics of U.S. cities: the City Beautiful Movement between approximately 1890 and 1920 and the Urban Renewal policies of the late 1950s and 1960s. These two movements specifically targeted “slums” and “blight” as problems that needed solving. As noble as these motives sound, these movements operated in spite of the people that lived in neighborhoods identified as slums. To those people, it was home and their concerns or experience were not taken into consideration. The history and impacts of these movements and policies were and are present in the current zoning ordinance. Most notably, the I-81 corridor was established through a federally funded Community Renewal Program plan that identified certain neighborhoods for “Clearance” in the early 1960s. It is no coincidence that the two major zoning legislation acts occurred in 1922 and 1967 in large part as implementation of these hallmark planning movements. Ironically, these policies have in part contributed to displacement and disruption of economies and neighborhoods which has led certain Syracuse neighborhoods to have some of the highest rates of concentrated poverty in the U.S.

The anticipated post-war growth did not continue as predicted in urban renewal plans, and in the 1970’s the City and County started to consider a response to a very different future than what was imagined. Since 1970, the City and County have experienced population loss, stagnation, and moderate growth and redevelopment. Over the last 20 years the population has become stable, or plateaued with some modest overall growth.

All of these factors have had an impact on community character and the urban environment. The current Zoning Ordinance includes policies that inhibit development in an effort to protect neighborhoods. Neighborhood preservationists alarmed by the urban renewal period and a loss of wealth and reinvestment in the City have opposed changes that would further erode the unique character in Syracuse. This has resulted in decreased investment in these once vibrant neighborhoods, and has ignored the reality of changing households, willingness to restore buildings to modern standards, and market pressures further inhibiting the City’s

ability to compete with neighboring communities. These conditions have negative impacts on many neighborhoods which experience high vacancy, crime and a poor quality of life.

In addition to housing impacts, the City's once flourishing manufacturing and warehousing buildings are increasingly sought for living and working arrangements more typical of the 19th century when people generally worked where or near where they lived. Unfortunately, 20th century zoning practices narrowly defined the allowable uses in these buildings.

3.7.2 Potential Adverse Impacts

The proposed Zoning Ordinance does not introduce dramatically different uses in existing neighborhoods from the current Zoning Ordinance. Neither does the law reclassify large areas of the City to zoning districts dramatically different from the current law. Rather, a number of measures in ReZone are expected to result in positive impacts on community character throughout the City, though maintaining or improving community character is not solely a factor of zoning, as previously demonstrated. Market dynamics, trends in demographics, and the resulting shifts in household makeup, as well as major infrastructure changes and economic development projects, all have the potential to drive change in neighborhoods which affects character.

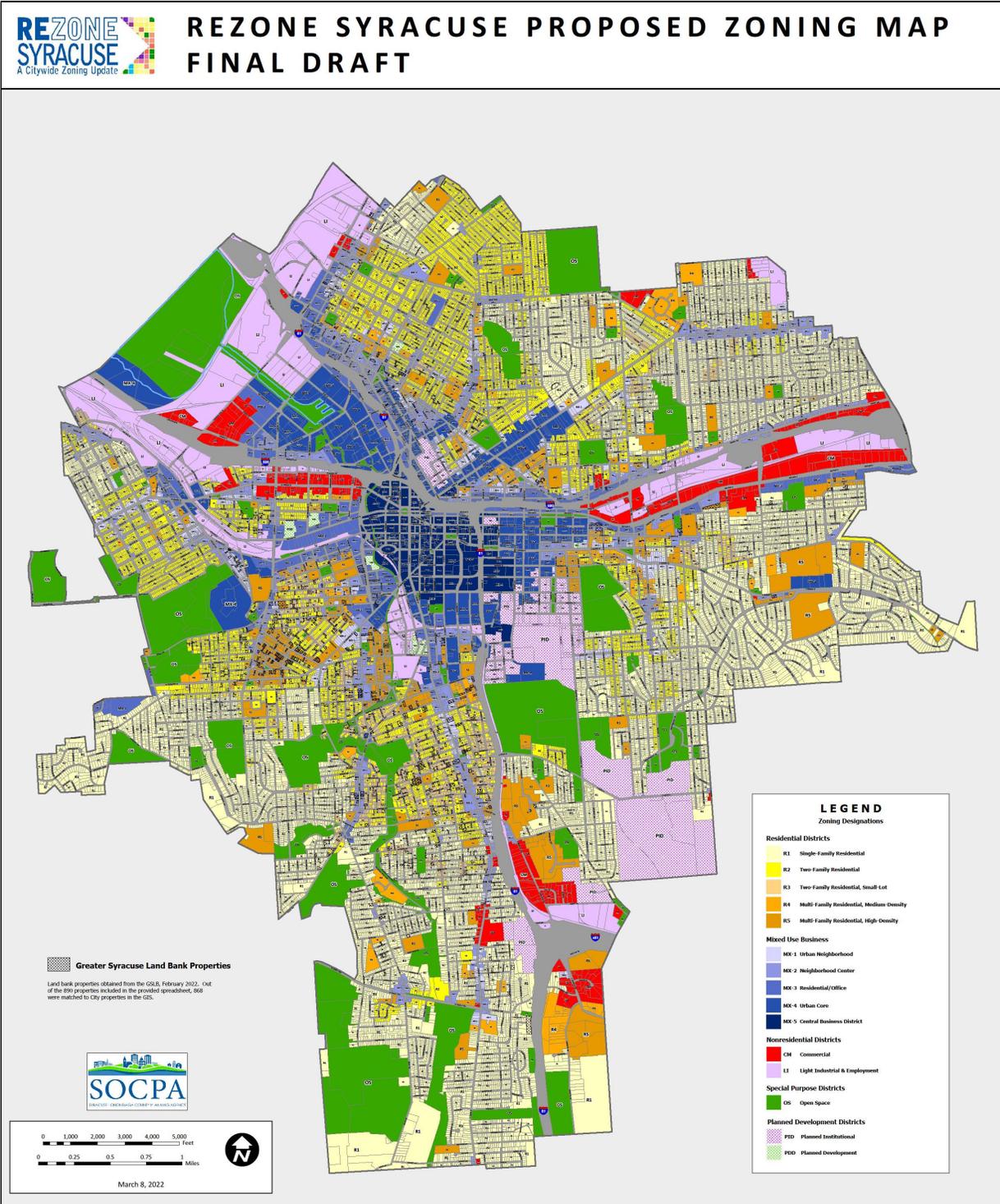


Figure 9—Greater Syracuse Land Bank Properties, City of Syracuse

3.7.3 Mitigation Measures

ReZone includes measures that maintain a degree of continuity with well-established patterns of development for the majority of the City. New building and site development standards will positively affect community character and provide guidance on lighting, landscaping, site layout, building placement and character, storage of refuse, location of parking and loading facilities, and build-to and lot coverage requirements. These attributes are found in Articles 2 and 4 of the proposed Zoning Ordinance.

ReZone introduces new uses in order to foster the adaptive reuse of the City's historic industrial and commercial buildings by allowing creative live/work arrangements in the same building. ReZone also incorporates non-development oriented uses such as community gardens in order to adapt to the desire to include this land use in the City. Allowing this type of creative reuse of buildings is intended to preserve their character. The land uses under ReZone are better organized and are now listed in a single use table with review requirements identified. See Appendix C for ReZone use table. Some of the new uses now included in ReZone are:

- *Live/Work Dwellings* – a dwelling that contains living and working space together. Live/work arrangements continue to evolve, so this new use will better accommodate this increasingly frequent arrangement. Allowing this use citywide may also help reduce vehicle miles traveled within the City as “home” and “work” are the same place.
- *Community Gardens and Urban Agriculture* – community gardens are areas of land that are used to grow and harvest food crops and/or non-food ornamental crops such as flowers, for personal or group use, and urban agriculture is the production of poultry or poultry products; horticultural or nursery stock; fruit, vegetables, forage, grains, timber, or trees; on either unenclosed land or in enclosed structures, such as greenhouses and barns. These uses are increasingly common in urban areas and their omission in the current Zoning Ordinance makes the establishment of these uses unnecessarily complicated, particularly as it is a land use that people want in their communities.
- *Beverage Café (or coffee shop)* –an establishment that primarily prepares and serves coffee, juice, or other non-alcoholic beverages and may serve a limited food menu. This type of neighborhood-friendly use is frequently a locally owned business that provides neighborhood character and services, and is currently reviewed in a similar manner as a bar or restaurant. Again, the omission of this use in the current Zoning Ordinance makes the establishment of this use unnecessarily complicated, particularly one that residents have said they want access to in their neighborhoods.
- *Artisan Manufacturing* – uses in this category allow for on-site production of goods by hand manufacturing involving the use of tools and small-scale equipment. These

activities do not involve the creation of harmful noises or by-products, and are frequently a locally owned, small business. The establishment of this use will now allow these activities to occur in most of the City's Mixed-Use districts and provide another option for investment and employment in the City.

3.8 Environmentally Insignificant Issues

In accordance with the requirements of SEQRA and pursuant to the Final Scoping Document for the project, the following issues were deemed irrelevant or environmentally insignificant and are therefore not considered in this DGEIS:

- Geological Features;
- Surface Water;
- Groundwater;
- Air;
- Agricultural Resources;
- Open Space and Recreation; and
- Critical Environmental Areas.

The Final Scoping Document also found ReZone to have an insignificant impact with regard to the following typical impact areas, but committed the DGEIS to discuss these impacts:

- Energy;
- Noise Odor and Light;
- Human Health; and
- Consistency with Community Plans.

Additionally, the Final Scoping Document determined ReZone would have an insignificant impact on the following, but committed to discussing them nonetheless:

- Climate Change; and
- Zoning Equity.

As described in the Final Scoping document, these issues are intended to be improved, or impacts lessened as a general goal of zoning. The measure of an adverse impact in this DGEIS is not the use or development of land outright, but the *difference* between use or development under the current Zoning Ordinance and use or development under the proposed Zoning Ordinance. With the establishment of development standards and other controls, typical impacts associated with zoning are anticipated to be less than the current Zoning Ordinance.

Based upon comments received and a desire on the part of the Lead Agency to be responsive to additional issues, this DGEIS includes a discussion of Climate Change and Zoning Equity. Neither

will be adversely impacted, and the DGEIS explores the ways ReZone seeks to positively impact both with regard to currently recommended best practices in land use planning and zoning.

Because ReZone makes specific efforts to mitigate impacts in these areas and public comments demonstrated concern, the Final Scoping Document allows for discussion of these areas which follows.

3.8.1 Energy

Current Status

Energy use in Syracuse is a typically complicated mix of residential, commercial, industrial and institutional demand for heating and cooling as well as energy demands for transportation. The electrical grid is owned and managed by National Grid in Syracuse, and the region is served by a variety of power generating facilities, including a natural gas cogeneration facility in the City. In addition to these primary sources of energy, the region includes hydropower on the Oswego River to the north, wind power in adjacent Madison County, and nuclear power plants in Oswego along Lake Ontario. There are a growing number of solar facilities in Onondaga County, but a limited number of passive solar installations related to specific buildings within the City. There are no significant wind energy installations in the City or Onondaga County, but there are large wind energy facilities in the region, most notably in neighboring Madison County and on the Tug Hill Plateau to the north. Just over the City border in the Town of Onondaga there is the Onondaga County Resource Recovery Agency which recycles waste and incinerates what cannot be recycled. The incineration process powers steam turbines to generate electricity which is primarily consumed in Syracuse. Because Energy is only being discussed as a tangential environmental impact, a more detailed inventory of energy sources is not included here. However, the City is initiating an update to its Sustainability Plan, a component of the Comprehensive Plan, and will likely be examining energy use and further conversion to renewable energy in that plan. It should be noted that New York State has established aggressive renewable energy goals to transition away from the State's reliance on fossil fuels, which are the primary source of energy in Syracuse.

Potential Adverse Impacts

Adoption and implementation of ReZone is not anticipated to have an adverse impact on energy resources. There are no indications that the region may experience trouble meeting the energy demands of the City, including those that result from the proposed Zoning Ordinance. Nor are there any anticipated issues with the capacity of transmission facilities that provide energy to the City. These are the typical issues associated with a long range plan like ReZone: what land uses are proposed that may cause a strain on energy resources. Of course, in the 21st century energy consumption is related to climate change.

The potential impacts associated with ReZone are related to the type of development allowed (mixed-use versus single-use buildings, one-story versus multiple-story buildings etc.) and the

modes of transportation related to future development patterns (reliance on automobiles, patterns of development that deter transit options, excessive surface parking, etc.). ReZone has the potential to have a large beneficial impact on energy usage by creating a more efficient community through development that encourages more efficient lifestyles.

Mitigation Measures

The proposed Zoning Ordinance contains regulations that will positively affect energy usage in the City, thus improving existing conditions and minimizing existing environmental impacts. These include zoning neighborhood business corridors in a manner to promote walkable, mixed use business corridors adjacent to residential neighborhoods, which may reduce vehicle miles traveled and allow for more efficient and welcoming transit systems that will result in reduced energy consumption and carbon emissions. Further, considering the age of many building in the City, the proposed Zoning Ordinance encourages energy conservation and the conservation of natural and material resources through the rehabilitation and reuse of the City's existing building stock and infrastructure. The new minimum story requirement in Mixed Use districts will also generate inherently more energy efficient buildings and land use than their single story counterparts. ReZone encourages the continued use of multi-unit housing and the creation of quality, efficient affordable homes to increase energy efficiency by permitting the installation and use of wind and solar renewable energy systems.

3.8.2 Noise, Odor and Light

Current Status

Current community level sources of noise and odor pollution are most directly associated with conventional vehicles which burn gasoline or diesel fuel during resident's normal daily activities. Waste management and sewage treatment account for the primary sources of community level pollutants in the City. Vehicles account for the primary source of noise within communities (aside from infrequent instances involving fireworks, concerts, or neighborhood issues). Syracuse is crisscrossed with interstate highways, and the street grid continues to include many streets that were widened and converted to one-way to accommodate the growth of automobile use in the City. Odor related to waste management as well as commercial uses like a restaurant fryer vent is often mitigated at the project level through permitting.

Noise-related issues and concerns are addressed in accordance with the City's Noise Ordinance through the City's Division of Code Enforcement. Similarly, issues concerning light and odor are governed by the NYS building code and the Zoning Ordinance and would be addressed through the City's permitting process, including SEQRA review.

Potential Adverse Impacts

Adoption and implementation of ReZone is not anticipated to have an adverse impact on noise, odor or light especially in comparison to the current Zoning Ordinance. In fact, ReZone

seeks to mitigate these impacts further and is anticipated to have beneficial impact over time. The encouragement of mixed uses furthers the importance of ensuring that these impacts are properly mitigated.

Mitigation Measures

The proposed Zoning Ordinance includes development standards for site lighting, as well as other development standards controlling the storage of refuse and separation of incompatible uses. ReZone also includes extensive development standards which seek to regulate the impact that new buildings have on existing buildings. Individual projects are and will continue to be evaluated for adverse environmental impacts related to noise, odor, and light specific to individual proposals, and specific design elements and mitigation measures will be required, as needed. As a result, the proposed Zoning Ordinance will improve upon existing conditions and minimize adverse environmental impacts in the future.

3.8.3 Human Health

Current Status

The urban renewal period had devastating impacts on many upstate cities, especially downtowns. Syracuse is no exception to the substantial impacts of urban renewal and the auto-oriented suburbanization of our cities. Syracuse's downtown is a walkable generally people-friendly environment. This is largely through preservation of the street grid and the many historic buildings and building patterns in the downtown core. Over time, buildings have been taken down with only a surface parking lot to remain, but Syracuse's downtown is overall a very pleasant and vibrant urban core. The orientation of the buildings to the sidewalk with regular public spaces, well-maintained sidewalks, and street trees maintains a more traditional urban setting that is ultimately a benefit to human health, and helps to explain why downtown is experiencing significant residential development.

The other "main street" areas in the City have the same human-scaled development that serves nearby neighborhoods, and contributes to a fabric of community in the City that is unique. Eastwood, Westcott Street, South Avenue, Salina Street, West Genesee, Tipperary Hill, State Street, Near Westside, the Valley and Butternut Street are examples of areas in the City with similar characteristics.

Syracuse has numerous parks, open spaces and trails for recreational activities. These areas are spread throughout the City and available to residents and visitors year round. Syracuse is also bisected by Interstate 81 and NYS Route 690, two highways that are adjacent to multiple City neighborhoods and affected the character and health of these neighborhoods.

According to previous research, Syracuse has just under housing 70,000 total housing units, with 75% of them built before 1960 and 47% built before 1940. Although lead paint was

prohibited in 1978, many of the older homes in Syracuse may contain lead paint which was commonly used when most homes in Syracuse were constructed.

Potential Adverse Impacts

Adoption or implementation of ReZone is not anticipated to have an adverse impact on human health. In fact, legally, zoning is considered one of the “police powers” that are necessary to insure the “health, safety, and welfare” of the public and granted to states by the 10th Amendment to the U.S. Constitution. Thus, zoning and land use regulations are intended to benefit or protect human health. However, zoning can have a detrimental impact on human health in the absence of sound planning principles. In the 20th century, zoning codes increasingly accommodated automobiles, and made it harder for transit to serve communities through the propagation of specific land use patterns. In spite of dramatic increases in vehicle efficiency and a reduction in emissions, our 20th century policies which favor automobile use result in dramatic deaths through accidents and pollution related problems and diseases, including chronic and persistent asthma and other pulmonary disease. These measures were put in place and institutionalized during a time when policies were not specifically evaluated for environmental impacts. Other impacts include the form or shape and types of housing essentially required by zoning regulations, and the elimination of sidewalks and other neighborhood features that increase safety and encouragement of healthy lifestyles through proximity of land uses and services and an inviting environment for transit, walking and bicycling. These combined with a form of architecture that discourages social interaction have had a well-documented and devastating effect on our communities.

One result of the planning profession’s recognition of these impacts is a trend toward New Urbanism and a return to human oriented environments. Syracuse’s neighborhoods largely resemble New Urbanist ideals of front porches, sidewalks, street trees and homes with high degrees of architectural character. Unfortunately, even very recent subdivisions and commercial proposals in Syracuse do not continue these characteristics, and development proposals are often oriented toward suburban auto-oriented design, or propose an awkward hybrid that has various shortcomings.

Mitigation Measures

ReZone seeks to ameliorate the impacts of persistent flaws in 20th century approaches to zoning and land use as described in this DGEIS. The proposed Zoning Ordinance contains regulations that will positively contribute to public health in the City. These measures include:

- Zoning neighborhood business corridors in a manner to promote walkable, mixed use corridors adjacent to residential neighborhoods.
- Establishing an Open Space district to provide adequate lands for recreational use and to protect those lands from being used for purposes other than open space. Park lands, wooded areas, and some lands adjacent to Onondaga Creek are proposed to

be zoned as Open Space districts which will continue to provide recreational areas, habitat for plants and animals, flood attenuation and open space for public use.

- Providing development standards in Article 4 which will mitigate impacts of development through required landscaping and other features which combined create a more inviting healthy environment for people.

Many of these measures seek to continue established patterns of development which make Syracuse a unique and attractive place to live, and minimize the auto-centric land use patterns that have had a detrimental effect on human health over time. The policies include removing or reducing parking minimums and establishing mixed use zoning districts.

3.8.4 Consistency with Community Plans

Current Status

The Comprehensive Plan 2040 was adopted by the Common Council on March 17, 2014 to establish a vision for the future of the City. The goals and actions of the Comprehensive Plan and its five component plans are driven by the following three policy statements:

- “As the heart of the regional economy, it is the policy of the City of Syracuse to encourage, promote, and support a business-friendly environment that provides for sustainable urban economic growth and economic opportunities for Syracuse residents.”
- “It is the policy of the City of Syracuse to offer an exceptional quality-of-life for its residents and visitors, by providing programs and services that enhance all types of neighborhoods.”
- “It is the policy of the City of Syracuse to cultivate and capitalize on the area’s unique character defined by its history while supporting well-designed real estate developments that enhance neighborhoods, lively public spaces, well-maintained infrastructure, and dynamic neighborhoods that are linked by well-planned transportation, all within an exciting, safe, clean environment.”

One of the primary goals of ReZone has been to implement the LUP, one of the component plans of Comprehensive Plan 2040. The LUP’s goals and recommendations specifically aim to preserve and enhance the City’s existing land use patterns, protect and enhance the character and “sense of place” of the City’s neighborhoods, ensure high-quality, attractive design throughout the City, promote environmentally sustainable land use patterns, transportation options, and site plans, and ensure that development regulations and review processes are efficient, predictable, and transparent. To implement the recommended actions of the LUP, the City determined that a substantial overhaul of the current Zoning Ordinance and Map would be necessary. These policy recommendations became the basis for ReZone.

Additionally, in the LUP, “[t]he vision for future real estate development and redevelopment is largely illustrated by the allocation of character areas across the future land use map.” See

Figure 2. The character areas defined in the LUP are based on the existing or desired land use, building form, and scale in each area, and have been used to inform ReZone. The proposed Zoning Ordinance and Map feature 15 proposed zoning districts and district-specific dimensional and development standards, all of which are intended to further the goals and objectives of the LUP.

Potential Adverse Impacts

Adoption or implementation of ReZone is not anticipated to have an adverse environmental impact on the goals identified in the Comprehensive Plan 2040, including the LUP. The adoption of ReZone will accomplish the LUP's goals as described below.

Mitigation Measures

ReZone is specifically focused on the implementation of the LUP and has been carefully developed to maintain consistency with and achieve the goals set forth in the LUP and Comprehensive Plan 2040. Therefore, no mitigation measures are necessary.

The primary goals and a description of how they were accomplished through ReZone are described below.

1. Ensure that the proposed Zoning Ordinance and Map are consistent with the character desired of future development.
 - a. Overhaul the City's current Zoning Ordinance in order to implement the LUP. *ReZone Syracuse is a comprehensive update and "overhaul" of the City Zoning Ordinance.*
 - i. The five major goals of this plan and the subject areas to which they relate are as follows:

- **Overall Land Use Pattern** - Preserve and enhance Syracuse's existing land use patterns.

The City has developed a group of proposed zoning districts for ReZone Syracuse. These new districts are based on the Character Areas identified in the City's adopted LUP, which were established based on the City's overall land use pattern and growth.

- **Character of Existing Neighborhoods** - Protect and enhance the character and "sense of place" of Syracuse's neighborhoods.

The proposed zoning districts are grouped in the following categories: Residential, Mixed Use, Commercial, Industrial, Open Space, and Planned Districts. These new districts were created to reflect the positive characteristics that exist in Syracuse

neighborhoods, but the districts also include new uses, standards and other guidance that will enhance the character of City neighborhoods to ensure a “sense of place” within our various City neighborhoods.

- **Design & Form of Infill Development & Major Alterations** - Ensure high-quality, attractive design throughout the city.

ReZone includes development standards to help guide and improve the performance of development citywide. The new development standards are applied citywide and will help to improve zoning equity in the City. The new standards will address multiple design considerations including site and building design, parking, landscaping and residential compatibility.

- **Energy & the Environment** - Promote environmentally sustainable land use patterns, transportation options, and site plans.

ReZone has numerous elements that will promote sustainable land use patterns, transportation options, and site plans. The new Mixed Use (MX) districts are frequently located along primary corridors in each quadrant of the City. The mix of uses, allowable density, the range of housing types, the inherent walkability, and the transportation options that present along these corridors will ensure environmentally sustainable land use patterns and transportation options. Site Plans will also benefit from the new development standards that guide development to environmentally sustainable site plans.

Further, the Open Space District will provide adequate land for recreational uses and protect lands for the City’s community parks, open space and other compatible uses. The public health benefits of urban parks and open spaces are well established and include improving air quality, reducing stormwater runoff, providing recreation opportunities, reducing heat island affects, and providing habitat for wildlife. This zoning district has been applied throughout the City, and the desirable uses typically found in this district (parks, trails, wooded areas, waterfront, open space, and playgrounds) will ensure environmentally sustainable land uses are distributed throughout the City.

- **Regulatory Process** - Ensure that development regulations and review processes are efficient, predictable, and transparent.

Common review procedures have been established in ReZone that will apply to multiple application types. This will prevent repetition and avoid potential inconsistencies within application procedures. New procedures have also been proposed including the Site Plan Review procedure. The Site Plan Review framework will align the City with similar standard procedures applied by jurisdictions throughout New York State and the country.

The proposed development review procedures will also improve public notification regarding projects. ReZone will provide residents more information, as new proposals will be required to post onsite notifications regarding pending development and information on how to learn more about the proposal. Residents will be encouraged to review project information and submit comments or questions about the proposal.

Finally, the proposed development standards will create greater predictability for both the development community and neighbors, as the standards and expectations are clear for new development. The establishment of the development standards to improve site and building design will also decrease the City's current reliance on the Project Site Review and Special Use Permit review processes to address design. This can be an imprecise process which has created uncertainty for both the developer and area residents.

3.8.5 Climate Change

According to the Intergovernmental Panel on Climate Change ("IPCC"), climate change is "a change in the state of the climate that can be identified (e.g. using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer." It is established and largely accepted among the scientific community that national and global energy policies, which include land use, have contributed to climate change. Therefore, it is logical to evaluate the long range policies such as land use plans and zoning codes for their exacerbation or amelioration of climate change.

Land use and development patterns can exacerbate or mitigate a community's impact on climate change by influencing energy consumption and greenhouse gas emissions. For instance, land use patterns with lower density, singular uses increase reliance on certain modes of transportation, such as automobiles, for the pursuit of daily needs, which will tend to increase energy consumption and greenhouse gas emissions and exacerbate climate change over time. Denser land use patterns with a mix of uses minimize the daily need for car travel and result in comparatively less energy consumption and fewer emissions. Furthermore, policies that require establishment or protection of trees, shrubs, and other

vegetation can help to mitigate a community's impact on climate change by capturing carbon dioxide and other greenhouse gases and removing them from the atmosphere.

Some common effects of climate change include increased temperatures, more intense and variable weather events, and increased drought. Development patterns that maximize hardscape and minimize trees, shrubs, and other vegetation will tend to exacerbate these common effects of climate change. For instance, large expanses of pavement and buildings absorb and retain heat contributing to the urban heat island effect. These increased urban temperatures in turn increase energy consumption, air pollution concentrations, and heat-related health impacts.

Increased hardscape can also worsen the effects of heavy downpours by limiting the absorption of rainwater into the soil. The resulting runoff can create localized flooding, erosion, and pollution of local water bodies from runoff contaminants. Concerns regarding stormwater runoff are exacerbated in Syracuse because of CSOs that result in untreated sewage being released into local waterbodies.

Current Status

In the City of Syracuse, the current climate and anticipated effects of climate change can best be described as follows:

- Syracuse is located in a moist continental mid-latitude climate, according to the National Oceanic and Atmospheric Administration ("NOAA") of the National Weather Service.
- According to NOAA, "Moist continental mid-latitude climates have warm to cool summers and cold winters. The average temperature of the warmest month is greater than 50°F (10°C), while the coldest month is less than -22°F (-30°C). Winters are severe with snowstorms, strong winds, and bitter cold from Continental Polar or Arctic air masses."
- Syracuse lies within the climate sub-division "Humid Continental", characterized as "Humid with severe winter, no dry season, warm summer".
- According to the IPCC, global temperatures are forecasted to rise by 2.5 to 10 degrees over the next century. The effects of these average temperature increases will vary over time and by region.
- According to the third and fourth National Climate Assessment Reports, these temperature increases will generally result in a longer frost-free season, changes in precipitation patterns, more droughts and heat waves, more intense hurricanes, sea level rises of 1-8 feet by 2100, and the disappearance of Arctic Ocean ice.
- For the Syracuse (Northeast US) region, the effects that will be most directly felt are predicted to be heat waves and heavy downpours.
- According to NASA, "Scientists have high confidence that global temperatures will continue to rise for decades to come, largely due to greenhouse gases produced by human activities." (<https://climate.nasa.gov/effects/>, accessed 4/30/2021, 11:30am)

To date, the City has undertaken several steps to mitigate the community's impact on climate change, including the adoption of the Sustainability Plan, which is a component of the Comprehensive Plan 2040, and completion of a greenhouse gas emissions inventory. Both steps are part of a larger sustainability initiative to reduce greenhouse gas emissions and energy consumption in the City. While the Sustainability Plan set targets and strategies to reduce municipal emissions by 2020, it also acknowledged the City's limited ability to affect community emissions. Instead, the Sustainability Plan encourages implementation of smart-growth principles in zoning revisions, and other measures, as an approach to achieving community goals. Such recommendations have been considered as part of ReZone.

Potential Adverse Impacts

It is widely understood that if the status quo continues, the trajectory of climate change is expected to remain unchanged. ReZone introduces new policies to encourage development patterns that result in less energy consumption, fewer greenhouse gas emissions, and more permeable surfaces. Therefore, adoption of ReZone is not anticipated to increase the City's existing impact on climate change. Moreover, the proposed Zoning Ordinance will likely provide positive benefits to the City as new development and redevelopment occurs.

ReZone is expected to have a positive impact on climate change compared to the current Zoning Ordinance as it incorporates principles and best practices, such as Smart Growth and Transit Oriented Development, and development standards that will:

- Enable compact, mixed-use development,
- Encourage walkable, bike-able human oriented development,
- Enable more energy efficient development patterns and building types (e.g., multiple-story over single-story buildings),
- Protect green spaces and increase tree and other vegetation planting throughout the City,
- Create quality housing that is more efficient than existing housing stock, and
- Encourage the preservation, reuse, and redevelopment of historic buildings.

By institutionalizing these measures as policy initiatives, ReZone enables residents to choose alternative modes of transportation (e.g., public transit, biking, walking) over personal automobile use and reduce their vehicle miles traveled. Additionally, ReZone will allow developers to pursue more energy efficient site and building design and provide for more natural landscapes and permeable surfaces. Together, these measures will ultimately benefit the community and limit its impact on climate change.

Mitigation Measures

The adoption of ReZone is not anticipated to increase the City's existing impact on climate change, and therefore no mitigation measures are proposed.

3.8.6 Zoning Equity

Current Status

Cities across the United States have had a variety of exclusionary policies, including federal “redlining” of neighborhoods in the 1930s and the era of urban renewal in the 1950s and 1960s. These policies were responsible for inequities ranging from prohibiting federally-backed mortgages in certain neighborhoods to demolishing neighborhoods to make way for urban renewal and highway projects such as Interstate 81. In the City of Syracuse, these policies contributed to the concentration of poverty in certain areas over time.

For example, a 2017 analysis of subsidized housing conducted by the City Department of Neighborhood and Business Development found that affordable units with long-term subsidies account for 11% of the city’s occupied housing units overall. Almost all of these units are located within the boundaries of the Neighborhood Revitalization Strategy Area / Syracuse Urban Renewal Area, particularly in the Southside, Near Eastside, and Westside of the city. In several neighborhoods, subsidized housing units also make up a disproportionate number of a neighborhood’s total housing units. For example, Census tract 42, located on the City’s Southside immediately adjacent to Downtown and I-81, represents 1.4% of all residential units within the city, yet has 11% of the city’s total subsidized affordable rental housing units, with 89% of the tract’s 871 units designated affordable. In contrast, affordable housing makes up less than 2% of all units in the Brighton, Strathmore, Sedgwick, Tipp Hill, Elmwood, Salt Springs, and Court-Woodlawn neighborhoods. South Campus, Park Avenue, and the Lakefront area have no affordable housing at present.

High concentrations of poverty continue to contribute to economic and racial isolation, and poor health and educational outcomes. In Syracuse, 55% of census tracts meet the definition of “concentrated poverty”, meaning that at least 30% of residents in a given tract have incomes below the poverty line (see Figure 10).

The public comments received during the scoping process for this DGEIS included many general comments relative to affordable housing and zoning equity.

The comments received on zoning equity were compelling, but not specific. These include:

- Any acceptable zoning must include language and measures that will combat the potential for gentrification. In particular land available to the south of downtown.
- Syracuse should be working to repair the harms of red-lining and the urban renewal construction of I-81.
- Three specific requests of the new zoning: engage in a racial equity impact analysis, create an inclusionary zoning plan, and extend the final comment period beyond January 17th.
- We are concerned that the ReZone plan relies heavily on zoning provisions that will harm low-income Syracuse residents and people of color.
- The ReZone can either entrench existing levels of segregation and lack of affordable housing or create opening to rebuild Syracuse along racially and socioeconomically integrated lines.
- It is critical that city officials prioritize the health and welfare of Syracuse's residents, neighborhoods and schools at every step of their decision making process.
- Engage in a racial equity analysis of rezone and make adjustments to protect communities of color.
- Rezone may have the unintended consequence of further limiting the provision of fair and affordable housing, concentrating affordable housing in low opportunity census tracts, and limiting investment in high poverty neighborhoods.
- Rezone should include mechanisms to promote investment in high-poverty neighborhoods as sustainable solutions to de-concentrating poverty while furthering fair housing.
- Rezone should include inclusionary zoning by requiring affordable housing minimums as a percentage of units.
- Rezone should create a racial equity plan and land use plan for historically disenfranchised and disinvested neighborhoods.
- Rezone areas that have traditionally excluded affordable housing in high opportunity areas.

Zoning or planning equity is an emerging concept in the planning profession, but generally the American Planning Association (“APA”) describes it as “just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all.” The APA identifies inequity in policy as occurring when policy or practices are disproportionate, described as, “When the outcomes of a project or plan create or amplify disparities in only part of a community... [which] can lead to further social and economic impairment of some groups while others receive the full benefit of the effort.” The APA also identifies institutional inequity as being “...embedded in methods that justify systemic policies, ignore negative outcomes and disproportionate impacts, and do not extend adequate support to the affected areas and their residents.”

Potential Adverse Impacts

The potential equity-related adverse impacts associated with new development in the City of Syracuse under the proposed Zoning Ordinance are:

- Increased gentrification and displacement;
- Lack of housing affordability; and
- Lack of social justice and public engagement.

The potential adverse impacts can and have resulted in environmental impacts in the built environment, often expressed through high rates of vacancy, underinvestment in property, demolished buildings and an erosion of character. This combination typically results in unhealthy and unaesthetic human habitats, as well as inefficient suburban-type development patterns within a traditionally compact city. All of these factors combine to devalue a city, its buildings, and its land as desirable places to live, work, and invest. Once values are at their perceived lowest, then sale, demolition, and redevelopment may occur. Redevelopment may occur in such a way that displaces residents in a neighborhood while increasing the value of neighboring properties, creating a chain reaction of redevelopment and transformation, but at the expense of former residents. A soft market exacerbates this dynamic by setting a low bar for project initiation costs and/or creating potential for above market rate rent or sale prospects. Such markets may also be accompanied by government subsidies that make redevelopment projects more attractive for private developers.

Gentrification and Displacement

Gentrification and displacement occur when an area that has been considered affordable sees new development and redevelopment with rents or sale prices at market rates. This often occurs due to employment opportunities near the neighborhood, combined with housing shortages. The employment opportunities typically attract newer, more affluent residents who demand higher-quality housing that is in short supply. Investment in a new housing project and/or reinvestment in the current housing stock creates opportunity for retail and services to serve these new residents. In the process, long-time residents, who are typically less affluent, are confronted with rent increases they cannot afford. Further,

relatives who wish to live in close proximity cannot find affordable units in the same neighborhood. The effect is a neighborhood-wide shift in the demographic from less affluent to more affluent that often results in a decrease in population, as well as neighborhood cohesion and support. This occurs when, for example, a three-unit building is replaced with a more expensive single unit home. This means that even if more buildings are being constructed in an urban neighborhood, the result is actually fewer units and people, and thereby lower density in the neighborhood.

Gentrification and displacement create many issues. Workers who need affordable housing are pushed farther from opportunity areas, and their cost of living may increase through an increase in transportation costs. Gentrification and displacement also has the effect of disrupting the social fabric and support systems necessary to balance resources among family and neighbors, isolating individuals and families into the only neighborhoods they can afford and limiting affordable daycare options.

Housing Affordability

Quality affordable housing comes from a variety of sources. The development community is very effective at both refurbishing as well as building new affordable housing units in the City, especially for low-income households. However, the number of new, affordable, for-profit unsubsidized housing projects are few. Most new for-profit units are designed around market rate housing that caters to young professionals, downsizing early retirees, medical professionals and students. Workforce housing is generally not being created in significant numbers, and often not in the same areas as market rate housing. Further, new housing in downtown is market rate in a neighborhood that has very few, if any, affordable units.

In Syracuse, the housing market is referred to as “soft.” In simple terms this means there is a low or zero growth rate in population. However, this does not mean that the need for new housing is zero. Over the past 60 years, the United States has experienced a dramatic shift in household composition. For example, married couples as a percent of total households has decreased from 78% in 1950 to 52% in 2000 and less than 50% today. Household size has decreased by at least 50% and people are marrying later in life, from 23 to 27 for men and from 20 to 25 for women. As Dwight Merriam, FAICP reports “...if your community had zero population growth over the last 50 years [re:2007], the housing stock still had to grow by 25 percent just to keep up with household formation. ...our national housing stock is physically, functionally, and economically obsolescent.” (APA, Zoning Practice, February, 2007). Syracuse must respond to these changes in housing need.

The demonstrated pattern of creating market rate housing and subsidized affordable housing in separate neighborhoods has the impact of perpetuating the concentration of poverty and segregation, and has raised the concerns of gentrification and displacement through new development.

Affordable housing provisions are often associated with more equitable planning and zoning. Generally referred to as inclusionary zoning, the idea is to require developers to include affordable units as part of their development proposals. These more affordable units can only be rented or sold within a specific range of prices and to people whose incomes fall within a specified range of an annual median income. Inclusionary zoning policies should be based upon a specific housing study which predicts the need and appropriate pricing of affordable units based upon the market and current and future demand for both market rate and affordable housing units. Table 2 shows 2019 Annual Median Income limits for Syracuse as an example of the household incomes affected by a lack of affordable workforce housing:

Table 2—Annual Median Income for Syracuse, 2019

US HUD Annual Median Income (“AMI”) Limits - Syracuse NY					
Household Size	50%	60%	80%	100%	120%
1 Person	26,550	31,850	42,500	53,100	63,700
2 Person	30,350	36,400	48,550	60,650	72,800
3 Person	34,150	40,950	54,600	68,250	81,864
4 Person	37,900	45,480	60,650	75,800	90,960
5 Person	40,950	49,150	65,550	81,900	98,250
6 Person	44,000	52,800	70,400	87,950	105,550

Social Justice and Public Engagement

An important component of achieving social justice in zoning is to engage neighborhoods early in the process of drafting a zoning update. When neighborhoods are not engaged until the mandatory public hearing prior to adoption, opportunities to incorporate neighborhood-specific concerns into the new zoning are missed. ReZone followed best practices through:

- Early outreach, neighborhood-based meetings, and repeated public outreach meetings to collect feedback as the proposed Zoning Ordinance and Map were developed;
- Documentation of ideas and comments from the community which were responded to, and many changes were made to the draft as a result;
- Efforts to gather input from hard-to-reach populations; and
- Improved public engagement that will also go into effect under ReZone to include relevant neighborhood stakeholders in zoning and planning hearings and decisions.

ReZone also benefitted from concurrent area-specific studies, including Blueprint 15 and the I-81 project, among others, which provided further insights into community needs and desires.

Mitigation Measures

The zoning equity challenge is to find the means of disrupting and avoiding the cycle of gentrification and displacement and lack of provision of unsubsidized affordable housing

through the implementation of policies, including zoning, that allow for investment in underserved and at-risk neighborhoods without the predictable displacement of current residents. The other challenge is to dilute poverty to create equitable neighborhoods that are welcoming and accommodating to a mix of ages, ethnicities, households, and incomes.

ReZone creates a zoning framework to foster the equitable treatment of all residents throughout the City and avoid burdening certain neighborhoods and populations with undesirable impacts associated with land use and development. Specific provisions of ReZone that are intended to reduce the equity-related impacts of zoning when compared with the current Zoning Ordinance and historical development practices include the following:

- Creation of Mixed Use Districts that are distributed throughout the City along transit routes;
- Provisions to improve walkability by creating human scaled environments rather than auto-oriented environments;
- Provisions for minimum story requirements to encourage housing in mixed use developments;
- Improved public notice provisions in the proposed Zoning Ordinance and forthcoming administrative manual;
- Citywide development standards which increase the quality of all development to a minimum standard; and
- Non-conforming use reform to enable non-conforming uses to be brought up to current standards which encourages investment and adaptive reuse.

Additional Mitigation Strategies

Potential mitigation measures to further minimize equity-related impacts of the adoption of ReZone include the following:

- Establish Mixed Income Development Requirements

One potential mitigation measure focused on addressing zoning equity is to require Mixed Income Development of all multiple dwelling housing. Mixed Income Development is a development project with a multi-unit component that allocates a portion of residential units to have a rent limit to accommodate incomes just below, at, or just above Annual Median Income (“AMI”) in the City of Syracuse. See Table 2. Mixed Income Developments provide the integration of a mix of income levels in one project, thereby encouraging social integration and opportunities for economic advancement. For the purposes of this ordinance, qualifying rents as affordable will be based upon a percentage, or range of percentages, of the AMI and set on an annual basis in the City’s zoning Administrative Manual. All affordable units must be certified following the Department of Neighborhood and Business Development administrative procedures.

Potential Mixed Income Development requirements by zoning district include:

- R2: Allow small multi-family projects on defined larger lots where small multi-family buildings may be established, but must include at least 1 or 2 affordable units.
- R4, R5, and MX-1, MX-2, MX-3, MX-4, MX-5, C, LI:
 - Multi-family development with 20 or more units require 10% of residential units certified as affordable.

Density and Bulk and Area allowances can be established to incentivize and account for costs associated with meeting the Mixed Income Development requirement. If affordable units are not required of a multi-family project, a fee will be paid into a housing trust fund. The City's Department of Neighborhood and Business development may establish and administer a Housing Trust Fund. While the Trust Fund would not be part of the City's proposed Zoning Ordinance or Map, and does not exist within the current Zoning Ordinance, it could be established to receive ongoing dedicated sources of funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access quality affordable homes in the City of Syracuse.

- Expand Provisions for ADUs

ReZone includes provisions for ADUs, which do not exist in the current Zoning Ordinance. In light of equity and housing affordability concerns, ADUs may be added as an allowed use in the Single-Family Residential zoning district ("R1"). These units will be required to meet the special regulations in the proposed Zoning Ordinance including that the principal household unit or the accessory unit is occupied by the property owner. ADUs provide many benefits beyond the ability to increase the number of small residential units. ADUs often add smaller, more affordable residential units for family members, students, or travelling workers who do not need larger apartment or amenities that come with larger projects. Additionally, ADUs provide an opportunity for homeowners to afford the initial purchase of a home as well as provide additional income for property maintenance and improvements.

- Establish Incentives for the Two-Family Residential (R2) Zoning District

In the R2 District, ReZone may include a provision that up to 8 units may be created on sufficiently sized lots, existing or established through subdivision, with off street parking and lot coverage limits waived. These projects require a minimum number of affordable units in keeping with the definition of mixed income development. This change will allow for the provision of affordable units throughout the City, not just where larger projects are being proposed, thus permitting a much more equitable housing profile citywide.

3.8.7 Additional Considerations

The impacts below were considered and determined not to be irrelevant or insignificant.

Growth-Inducing Impacts

SEQRA generally requires that an Environmental Impact Statement (“EIS”) assess growth inducing impacts where they are relevant and significant. Adoption of ReZone will not occur in any growth-inducing impacts in any way shape or form. The only way this action could do so is if the zoning allowed a growth inducing land use that is not currently allowed and it does not.

Unavoidable Adverse Impacts

SEQRA generally requires that an EIS consider unavoidable adverse impacts of the action. Adoption of ReZone will not result in any unavoidable adverse impacts. Any adverse impacts of zoning are intended by the very nature of zoning and land use regulations to mitigate adverse impacts. This is why most zoning decisions are discretionary in nature with the intention of ensuring that neighborhoods and property owners are not unduly impacted by the action of their neighbors. In this way the proposed Zoning Ordinance is intended to guide development with the ability to be flexible in applying requirements, and the ability to seek relief in the form of a variance. An absence of this flexibility would result in a monoculture of development types and patterns rather than the ability to cater development to the location, and future condition, of a site.

Irreversible and Irretrievable Commitment of Resources

The adoption of ReZone will not on its own result in the irreversible or irretrievable commitment of resources. The developed landscape changes over time. No building is forever, nor is any development pattern. In an established city like Syracuse, most development occurs on sites that were already developed at least once. The adoption of the amendments does not commit resources as they do not represent a significant reorganization of the community requiring substantial infrastructure reorganization.

4.0 REASONABLE ALTERNATIVES

4.1 No Action

The City could choose to not adopt ReZone. Not adopting the proposed Zoning Ordinance and Map may cause adverse environmental impacts because ReZone specifically includes many new or revised provisions that are not included in the current Zoning Ordinance.

4.2 Partial Adoption

Partial adoption is another reasonable alternative, albeit difficult to implement. This alternative would likely involve choosing neighborhoods with the greatest need for zoning reform. However the challenge is that ReZone is a comprehensive citywide policy that seeks to create more equity and uniformity throughout the entire City. By choosing unique policies for different neighborhoods that spirit of equity is diluted. Additionally, the goals of the Comprehensive Plan 2040 that are intended to apply citywide will go unrealized.

4.3 No Zoning

This alternative, although drastic on the surface, is far more reasonable an alternative than residents might expect. Like many communities, the City has struggled with enforcement of the Zoning Ordinance for various reasons. However, trends within the planning profession have started to question many aspects of zoning that inherently inhibit development in the name of neighborhood preservation. These inhibitory practices result in real impacts to housing quality and availability, employment, and generally sprawl. This is ironic since zoning and other land use regulations were promoted by the development community in the mid-20th century after being frustrated by local corruption and nepotism that inhibited development. Through time the promotion of development by zoning, which is a permissive law, was turned into a barrier to development by parochial interests. Today many planners are questioning the purpose of zoning, and are frustrated by its sometimes parochial nature that has real environmental impacts on people. The alternative to zoning does exist, but it generally involves the adoption of multiple local laws that address specific impacts associated with development such as infrastructure, but also even historic preservation and architectural character.

Consequently, the No Zoning alternative would likely create more chaos and include its own inherent barriers to development and community revitalization.

The modern, more clearly articulated and equitable plan that is represented by ReZone is the preferred path forward to encourage an approach to development in Syracuse that can be further expanded upon in the future to mitigate impacts important to City residents as well as the region. Most importantly, ReZone is clearly the best alternative to creating a more equitable and healthy City of Syracuse.

5.0 CRITERIA FOR FURTHER EVALUATION

Future actions or proposals that involve proposed revisions to the Zoning Ordinance or Map will not be undertaken or approved until they have undergone a SEQRA review. Such actions may be evaluated by the City for compliance with the DGEIS, FGEIS, and the findings statement to be prepared in furtherance thereof. The actions should be assessed to determine compliance with the various impacts and mitigation measures discussed in Section 3 above, and the evaluation should enable the City to determine the extent to which further SEQRA compliance may be required in accordance with the SEQRA regulations, including 6 N.Y.C.R.R. Part 617.10(d). In the event subsequent proposed actions are adequately addressed in the DGEIS/FGEIS but not adequately addressed in the findings statement, an amended findings statement will need to be prepared. Additionally, if subsequent proposed actions are not addressed or not adequately addressed in the DGEIS/FGEIS and the subsequent actions will not result in any significant adverse environmental impacts, the City need only prepare a negative declaration. If a subsequent proposed action was not addressed or was not adequately addressed in the DGEIS/FGEIS and the action may have one or more impacts, the FGEIS will need to be supplemented to address such impacts.

Setting aside potential future revisions to the Zoning Ordinance or Map, and as discussed above in Section 3, all future actions or development proposals that require approval from the City and are subject to review under SEQRA will be subject to a separate project-specific SEQRA review in accordance with the SEQRA regulations found at 6 N.Y.C.R.R. Part 617. The lead agency for each proposed action will be responsible for ensuring compliance with the requirements of SEQRA and must be provided by each applicant with sufficient documentation to properly classify each action and determine the extent of the environmental review.

Appendix A: Buffer Area Analysis

A buffer area analysis was completed to identify areas within and outside the City limit that abut the municipal boundary and may be susceptible to development, land use incompatibility, or land use change. The analysis included a review of zoning tools, adopted comprehensive plans, and other planning documents (Table 3) of adjacent municipalities to identify areas targeted by public policies and assess the potential environmental impacts of ReZone on neighboring communities, as well as the impacts of neighboring communities on areas within the City.

There are six municipalities that border the City of Syracuse: the Towns of DeWitt, Geddes, Onondaga, and Salina, as well as the Villages of East Syracuse and Solvay (Figure 11). Each of the adjacent municipalities has an adopted zoning code and zoning map.

Table 3—Planning Tools of Adjacent Municipalities

Municipality	Type	Product Name	Last Updated/ Adopted
1. DeWitt (town)	zoning code	Town of DeWitt, NY Town Codes	2018
	zoning map	DeWitt Zoning Map	2008
	zoning overlay district	Mixed-Use Village Overlay Zoning Update	2018
	comprehensive plan	Comprehensive Plan 2017 Update	2017
	master plan	Jamesville Hamlet Master Plan	2019
2. East Syracuse (village)	zoning code	<i>available upon request at Village offices</i>	
	zoning map	<i>available upon request at Village offices</i>	
	vision plan	Village of East Syracuse Main Street Vision Plan	2009
3. Geddes (town)	zoning code	Code of the Town of Geddes	2018
	zoning map	Town of Geddes Zoning Map	2017
	comprehensive plan	Town of Geddes & Village of Solvay Comprehensive Plan	2019
4. Onondaga (town)	zoning code	Chapter 285 Zoning	1994
	zoning map	Town of Onondaga Zoning Districts	2018
	master plan	Town of Onondaga 2007 Master Plan	2017
5. Salina (town)	zoning code	Town of Salina, NY Town Codes	2018
	zoning map	Town of Salina, Onondaga County, NY	2019
6. Solvay (village)	zoning code	Code of the Village of Solvay	2010
	zoning map	Village of Solvay Zoning Districts	2010
	comprehensive plan	Town of Geddes & Village of Solvay Comprehensive Plan	2019

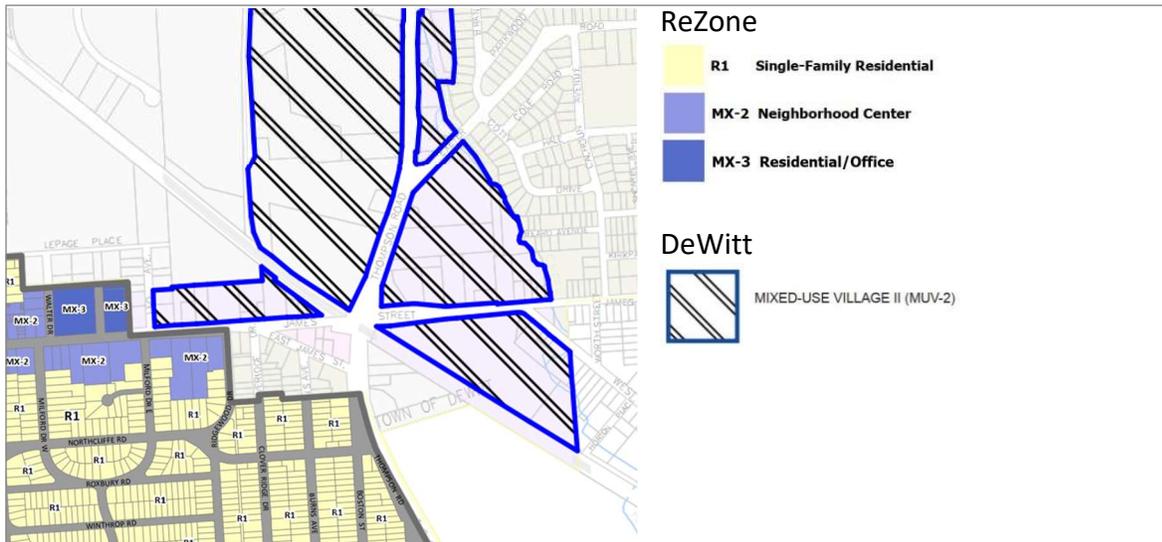
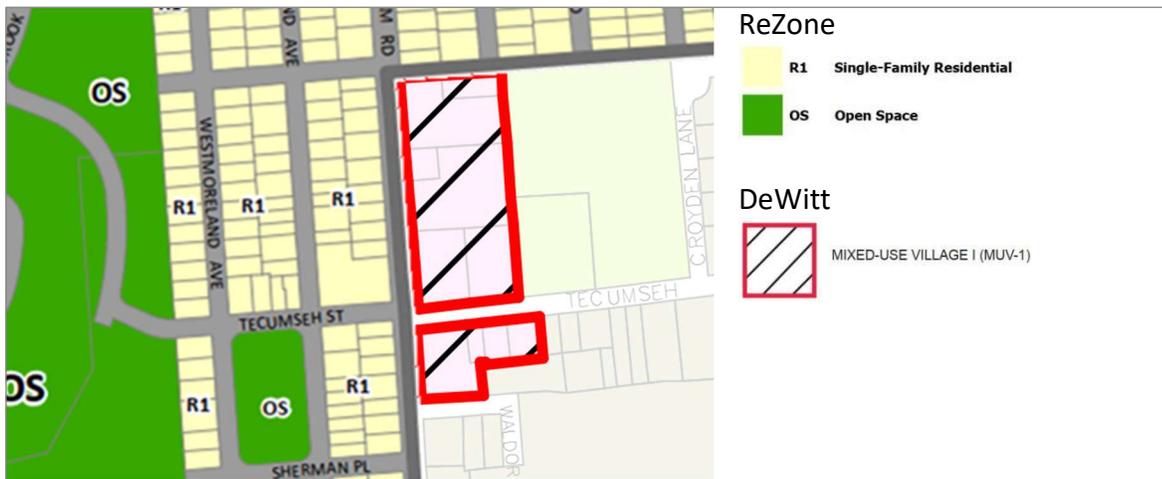
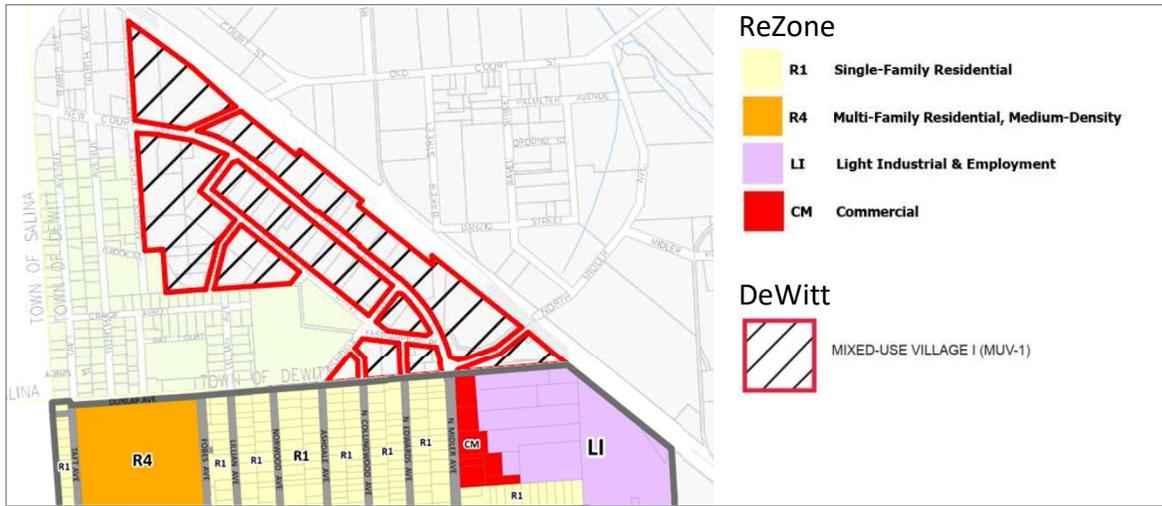


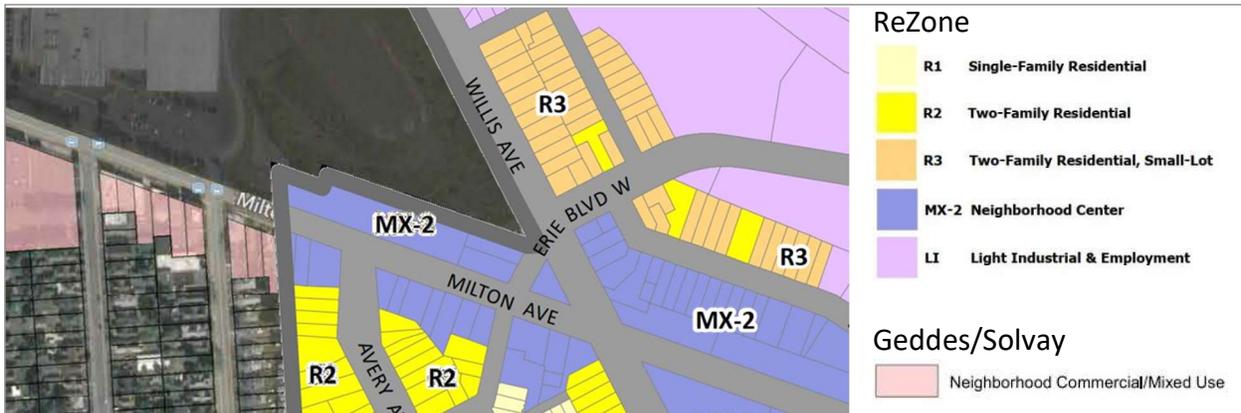
Figure 11—Municipalities Bordering the City of Syracuse

Two conclusions were drawn from this buffer area analysis. First, given that the adjacent municipalities are governed by their own land use regulations, the City has a limited ability to influence land use in the neighboring communities. Second, a substantial amount of land near the municipal boundary, both within and outside the City limits, contains stable land uses such as residential neighborhoods, which are unlikely to see significant development or redevelopment.

The public policy assessment also suggests that similar or compatible land uses occur, or are planned, for some adjacent areas. For example, the Town of DeWitt recently introduced a new floating overlay district in its land use regulations to promote mixed use development. Several areas in DeWitt that have been assigned to the new Mixed Use Village Floating Overlay District are adjacent to the City of Syracuse and compatible with the proposed Zoning Map. The Town of Geddes and Village of Solvay recently adopted a new comprehensive plan, which similarly, also

shows compatible land use recommendations for neighborhood commercial/mixed use areas adjacent to the City boundary. See map excerpts below.





Ultimately, the buffer area analysis shows there are currently minimal instances in the buffer area where lots appear to be susceptible to development, land use incompatibility, or land use change as a result of ReZone. As future development or redevelopment in the City occurs, it is important to revisit these potential impacts on a project-by-project basis in order to ensure compatibility. ReZone outlines approval criteria and considerations for applications reviewed by the Common Council, Planning Commission, Board of Zoning Appeals, and Zoning Administrator. These regulations ensure that project approvals will include considerations for land use compatibility and potential adverse impacts to the character of the surrounding area or health, safety, and welfare of its residents.

Appendix B: Key Transportation Indicators

Additional information on the regional transportation network, and specifically for the Syracuse Metropolitan Transportation Council (“SMTC”) Metropolitan Planning Area (“MPA”)⁵, can be found in the [2050 Long Range Transportation Plan \(“LRTP”\) 2020 Update](#)⁶ and [2015 Transportation Atlas](#)⁷.

Commuter Trends

Commute mode share, City of Syracuse (Source: 2015-2019 ACS)

Commute Mode	Workers over 16	
	(no. of persons)	(percent)
Drove Alone	37,483	65.3%
Carpool	5,356	9.3%
Bus	5,087	8.9%
Bicycle	544	0.9%
Walked	5,706	9.9%
Taxi or Motorcycle	793	1.4%
Work from home	2,379	4.1%
Total	57,395	100.0%

Average commute time, City of Syracuse (Source: 2015-2019 ACS)

Commute Mode	Avg Time (mins)
All modes	17.22
Drove alone	16.37
Carpooled	17.76
Bus	32.05
Walked	15.19

Automobiles

Vehicle ownership, City of Syracuse (Source: 2015-2019 ACS)

- Per capita (based on total population of 148,620): 0.27 vehicles/person
- Per worker: 0.70 vehicles/worker
- Total households: 55,275
- Households without a vehicle: 27.2%
- Households with at least one vehicle: 72.8%

⁵ SMTC's jurisdiction, also known as the MPA, covers Onondaga County, the Town of Sullivan (Madison County), and the Towns of Hastings, Schroepel, West Monroe, and a small portion of Granby (Oswego County)

⁶ Available at: <https://smtcmpo.org/about-us/planning-process/lrtp/>

⁷ Available at: <https://smtcmpo.org/data/atlas/>

- “Car light” households: 34.4% (i.e. households with fewer vehicles than workers, including zero-vehicle households)

Daily vehicle miles travelled (“VMT”), MPA (Source: NYSDOT, Census)

- 2020: 10,390,000 (20.2 per capita)
- 2019: 13,197,000 (25.7 per capita)

Infrastructure

- Total miles of roads in the City of Syracuse, including roads in parks and other city-owned properties: 406
- Total miles of Federal-Aid Eligible (“FAE”) roads: 129
- Limited-access highways: I-81, I-690, and West Street
- Percentage of roads in the approximately 86% of all roads located in City of Syracuse are owned by the City.

Congestion

The SMTC completed a Status Update to our Federally-required [Congestion Management Process \(“CMP”\)](#)⁸ in 2019. The CMP focused on “primary commuter corridors” inside the Syracuse Urban Area and used four standard measures to assess congestion across the network: Total Hours of Excessive Delay per mile; Truck Travel Time Reliability; Travel Time Index; and Level of Travel Time Reliability. Overall, the 2019 CMP concluded that there is very little congestion on the network. Of the 14 road segments throughout the SMTC MPA that ranked in the “top 10” on multiple congestion measures in the CMP, five segments are located in the City of Syracuse, although all of these roads are owned by the NYS Department of Transportation (“NYSDOT”):

- Erie Boulevard East, eastbound, at Seeley Rd/South Midler Ave
- Erie Boulevard East, eastbound, at Columbus Ave/Teall Ave
- I-690 to I-81 ramp eastbound
- I-690 eastbound from West St to I-81 SB off-ramp
- I-690 eastbound from I-81 SB off-ramp to I-81 NB on-ramp

See Figure 12, Figure 13, and Figure 14 for maps of road classifications, ownership, and pavement ratings in the City of Syracuse.

Pedestrians

According to walkscore.com, Syracuse’s current Walk Score is 57. Walk Scores are a measurement of a community’s walkability and are estimated on a scale of 0-100 based on the

⁸ Available at: <https://2z5ifp15gecb2z5r2a2w9r8x-wpengine.netdna-ssl.com/wp-content/uploads/2019/12/2019-CMP-Final.pdf>

availability of walking routes to destinations. For more information on Walk Score methodology, visit: <https://www.walkscore.com/methodology.shtml>.

Infrastructure

- Total miles of sidewalks in the City of Syracuse: 586 (approx.)
- Number of ADA curb ramps: 6,733

Conditions

In 2020, SMTC staff began collecting sidewalk condition information for the City of Syracuse. To date, data has been collected for a total of 349 miles of *street frontage* (more than just areas of confirmed sidewalk) and rated as follows:

Rating	Miles
No Sidewalk	67.9
1 (N/A)	3.3
2 (Not Accessible)	31.4
3 (Partially Accessible)	79.4
4 (Accessible)	127.3
5 (Fully Accessible to Current Standards)	40.1

Bicyclists

According to [walkscore.com](https://www.walkscore.com), Syracuse's current Bike Score is 48. Bike Score is measured on a scale of 0-100 and relates to the bike accessibility of a community, including bike infrastructure, topography of the area, destinations that can be reached and road connectivity.

Infrastructure

- Total miles of bicycle network (as of 2020): 22.4
- Number of bicycle racks: 271

Conditions

SMTC maintains a [Bike Suitability Map of Greater Syracuse](#)⁹, which was last updated in 2020. Roads are rated Excellent-Good-Fair-Poor.

As of 2020, Syracuse has not achieved the League of American Bicyclists' Bronze rating, which is the lowest rating conferred by the League of American Bicyclists ("LAB")¹⁰.

⁹ Available at: <https://smtcmpo.org/data/interactive-maps/>

¹⁰ 2016 LAB Report is available at:

https://static1.squarespace.com/static/5578586ae4b0c6cf0d986b4b/t/573c86a31d07c003b4e5218d/1463584420711/BFC_Spring_2016_ReportCard_Syracuse_NY.PDF

The SMTC does not have a “bicycle advisory board.” In March 2021, SMTC launched the Forum on Active Transportation. These forums are open to any community member, and are held (approximately) quarterly. These forums feature a speaker on a topic related to local bike/pedestrian planning, and offer an opportunity for members of the community to interact with SMTC member agency staff such as the City Department of Public Works (“DPW”), NYSDOT, and Onondaga County Department of Transportation (“OC DOT”). SMTC staff document questions and answers, and the meeting recordings are available online.

Public Transit

According to walkscore.com, Syracuse’s current Transit Score is 41. Transit Scores are based on a scale of 0-100 and calculated based on the distance to the closest stop on each route, and the frequency and types of routes available.

Centro is the only fixed-route public transit service in the Syracuse area and is operated by the Central New York Regional Transportation Authority (“CNYRTA”). Prior to 2020, Centro carried nearly 10 million passengers annually including passengers on fixed-route service as well as paratransit and special services for local schools and special events. All Centro bus routes operate out of the Transit Hub located at 559 South Salina Street in downtown Syracuse. Service operates from the Hub from 5:00 a.m. until 11:30 p.m. daily.

For more information about current transit riders, see the 2050 LRTP. See Figure 15 for a map of Centro bus routes in the City.

Regional Transit

Aside from the interstate highway system, there are several transportation options that connect Syracuse to the surrounding region, including intercity bus services and passenger rail, as well as the Syracuse Hancock International Airport for regional, domestic, and international destinations.

Intercity Bus

Intercity bus service is provided at the William F. Walsh Regional Transportation Center by Greyhound, Trailways, and MegaBus.

Additionally, “Amtrak provides a Thruway bus service, in partnership with Trailways of New York, for customers to connect to the Empire Service, Lake Shore Limited, and Maple Leaf trains across New York State. Convenient and affordable bus connections are available at Amtrak stations in Rochester, Syracuse, Utica, and Saratoga Springs, New York and will be taking customers to new locations, including Cooperstown, Cortland, Ithaca, Glens Falls, Lake George, and Oneonta.” For more information, visit:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/NEWYORK19.pdf>

Passenger Rail

The Regional Transportation Center is also served by three Amtrak lines: the Lake Shore Limited (daily service from Boston/New York City to Chicago), the Empire Service (multiple daily trips between Niagara Falls, NY and New York City), and the Maple Leaf Service (daily between Toronto, ON and New York City). A total of 131,525 Amtrak passengers (arrivals and departures) used the Syracuse station in 2019, with the top city pairs being New York City, Chicago, and Albany-Rensselaer. For more information, visit:

<https://www.railpassengers.org/site/assets/files/2541/syr.pdf>

Freight

The SMTC published a [Freight Transportation Profile](#)¹¹ for the MPA in 2017. The Freight Profile identified Primary Freight Corridors (also shown in the 2050 LRTP). These include all of the Interstate Highways in the region, and some other key or connecting routes. Primary freight corridors (in addition to the Interstates) in the City of Syracuse include: Bear Street between I-81 and I-690, Hiawatha Blvd between Salina St and 7th North St, 7th North Street, Brighton Ave between I-481 and I-81, and Ainsley Drive. The Freight Profile also includes a map of “freight generating businesses” in the region, most of which are clustered in the northern suburbs although there are a few identified businesses on the Near Westside, eastside, and far northern edge of the City.

There are three railroad operations in the SMTC area: CSX Transportation (Class I); New York, Susquehanna & Western (Class II); and the Finger Lakes Railway (Class III). The CSX Chicago Main Line passes along the northern edge of the City of Syracuse and links Central New York with New York City, New England, and the Midwest. The NYS&W track in the SMTC area is owned by the Onondaga County Industrial Development Agency and is leased to the railroad; this line primarily runs north-south through the City, paralleling a stretch of I-81 south of downtown and then skirting around the west side of downtown and the Lakefront area.

¹¹ Available at: <https://smtcmpo.org/partner/freight-transportation-profile/>

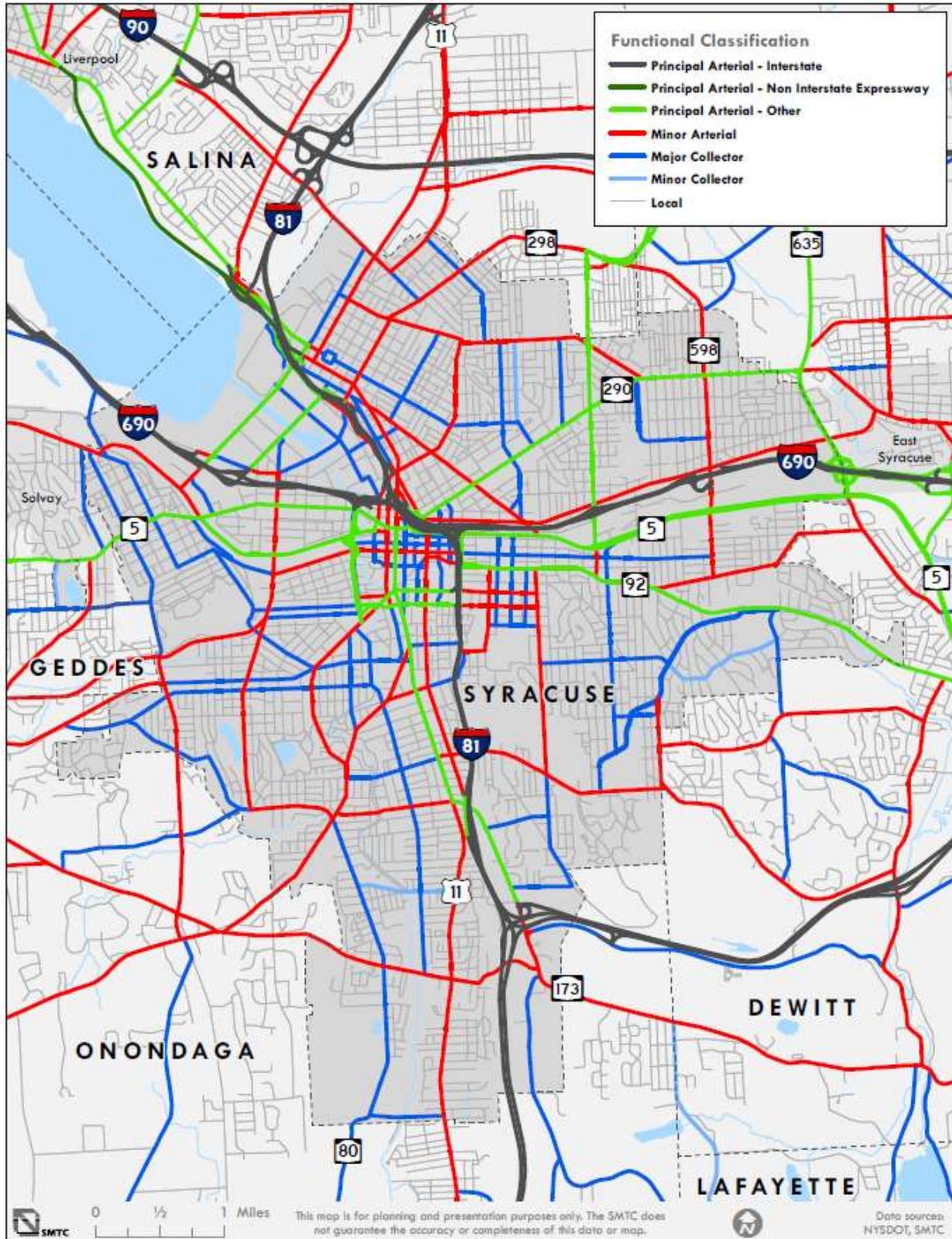


Figure 12—Functional Classification of Road Network, City of Syracuse

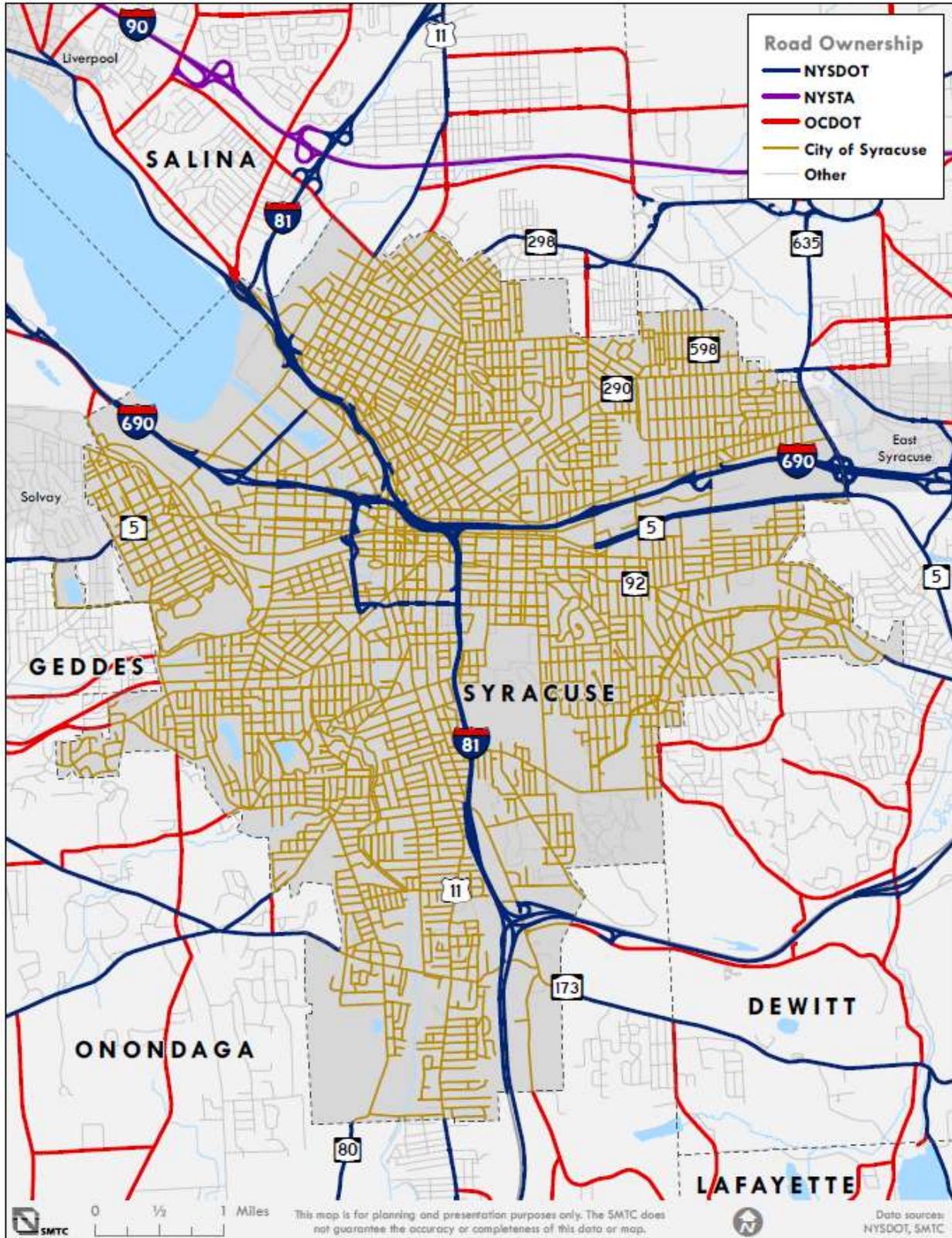


Figure 13—Road Ownership, City of Syracuse

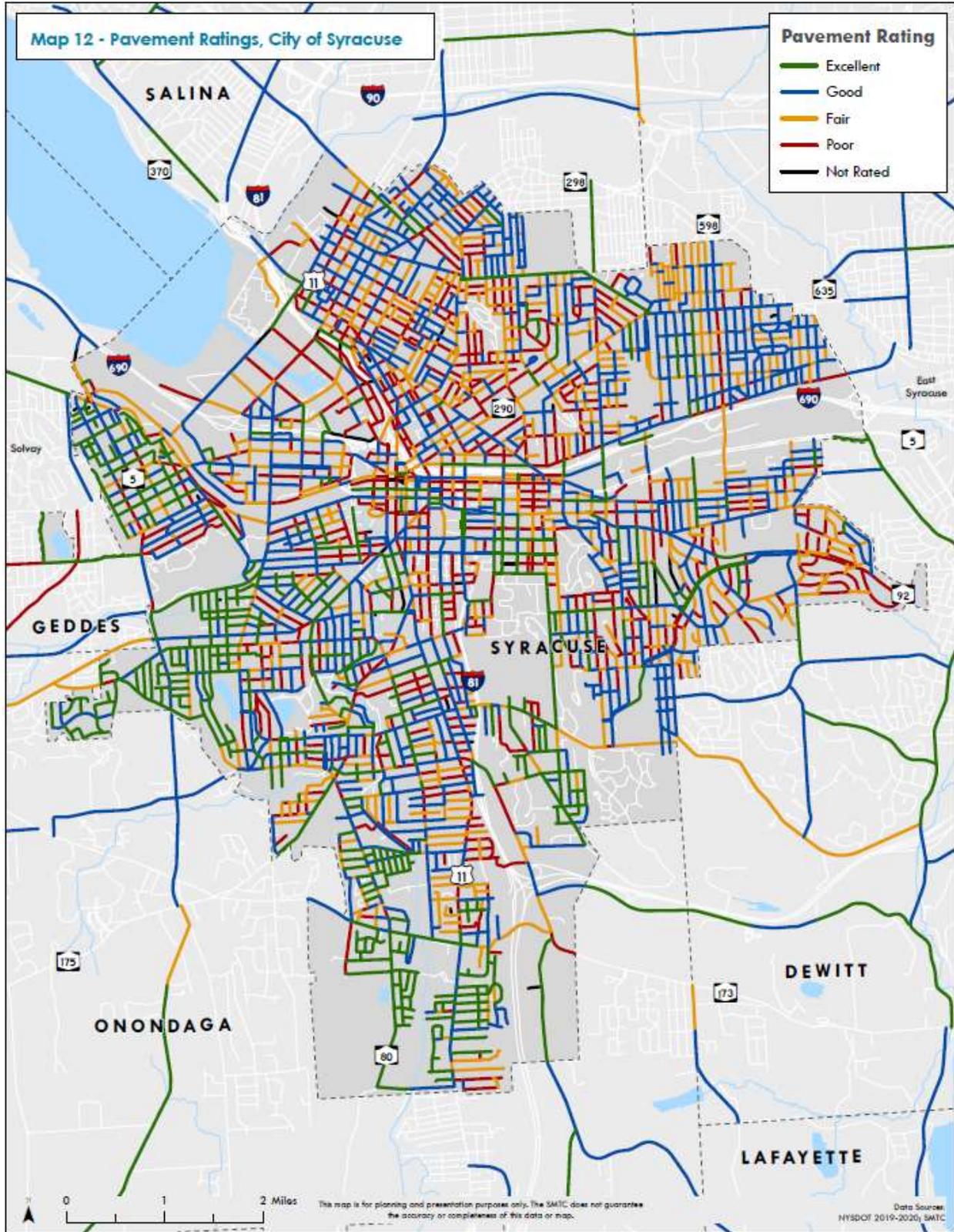


Figure 14—Pavement Ratings, City of Syracuse

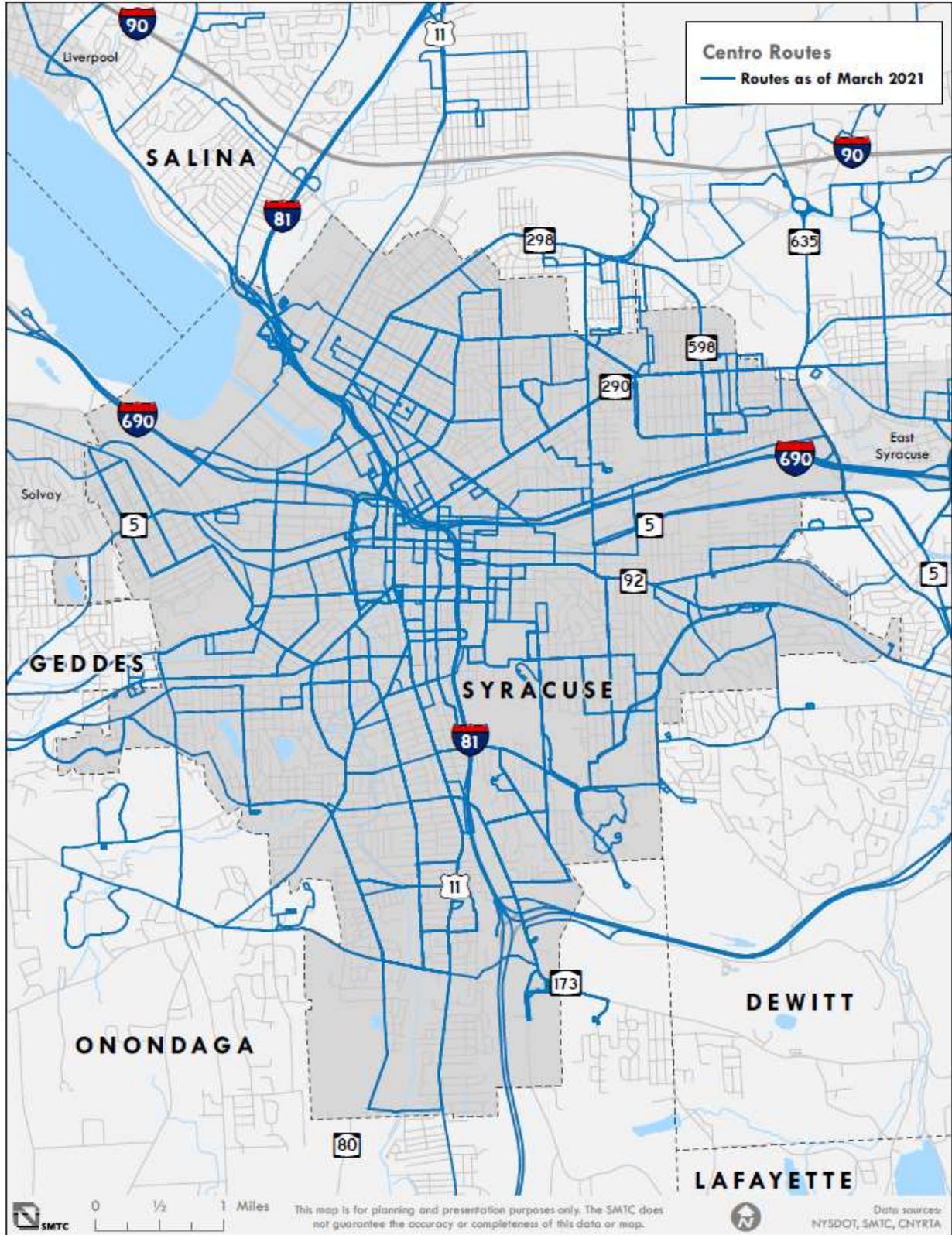


Figure 15—Public Transit Service, Centro Bus Routes, City of Syracuse

Appendix C: ReZone Table of Allowed Uses

Table 4—ReZone Table of Allowed Uses

Allowed Uses															
P = Permitted Use S = Special Use Permit A = Accessory Use T = Temporary Use															
USE CATEGORY	USE TYPE	Residential					Mixed-Use					Nonresidential/ Special Purpose			USE-SPECIFIC STANDARDS
		R1	R2	R3	R4	R5	MX-1	MX-2	MX-3	MX-4	MX-5	CM	LI	OS	
RESIDENTIAL USES															
Household Living	Dwelling, live/work		S	S	P	P	P	P	P	P	P				3.3A(1)
	Dwelling, multi-family				P	P	S	P	P	P	P	P	P		3.3A(2)
	Dwelling, single-family attached		P	P	P	P	P	P	S	S	S				3.3A(3)
	Dwelling, single-family detached	P	P	P	P	P	P	P	P						
	Dwelling, two-family		P	P	P	P	P	P	P						
Group Living	Boarding or rooming house					P	S	P	P						
	Chapter house				S	P		S							
	Dormitory				P	P		S	P	P	P	P			
	Residential care facility		S	S	S	S	S	S	S	S	S	P			3.3A(3)
PUBLIC, INSTITUTIONAL, AND CIVIC USES															
Community and Cultural Facilities	Assembly	P	P	P	P	P	P	P	P	P	P	P			3.3B(1)
	Civic building					P	P	P	P	P	P	P	P	P	
	Family support facility					P	P	P	P	P	P				
	Correctional facility											S	S		3.3B(2)
	Cultural institution						P	P	P	P	P	S			
	Public safety facility	P	P	P	P	P	P	P	P	P	P	P	P	P	
Educational Facilities	College or university					P	S	P	P	P	P	P	P		
	School, public or private	P	P	P	P	P	P	P	P	P	P	P	P	P	
	Vocational, arts, trade, or business							S	P	P	P	P	P		
Health Care	Clinic					S	S	S	P	P	P	P	P		
	Hospital							S	S	P	P	P	P		

Allowed Uses															
P = Permitted Use S = Special Use Permit A = Accessory Use T = Temporary Use															
USE CATEGORY	USE TYPE	Residential					Mixed-Use					Nonresidential/ Special Purpose			USE-SPECIFIC STANDARDS
		R1	R2	R3	R4	R5	MX-1	MX-2	MX-3	MX-4	MX-5	CM	LI	OS	
Parks and Open Space	Cemetery	S	S	S	S	S	S							S	
	Golf course													P	
	Park and recreation facility	P	P	P	P	P	P	P	P	P	P	P	P	P	
COMMERCIAL USES															
Agriculture-Related Uses	Community garden	P	P	P	P	P	P	P	P	P				P	3.3C(6)
	Urban agriculture		S	S	P	P	S	S	S	S	S	P	P	P	
Animal-Related Uses	Animal grooming and day care							P	P	P	P	P	P		3.3C(1)
	Kennel								S	S		P	P		3.3C(1)
	Veterinary hospital							S	P	P	S	P	P		3.3C(1)
Day Care	Day care center		S	P	P	P	S	P	P	P	P	P	P		3.3C(6)
	Family day care	P	P	P	P	P	P	P	P	P	P	P	P		3.3C(6)
Entertainment	Entertainment and Recreation, indoor							S	S	P	P	P	P		3.3C(8)
	Entertainment and recreation, outdoor									S	S	P	P	P	
	Recreation club, private				S	S	S	S	P	P	P	P	P		
Food and Beverage	Bar							S	S	P	P	P	P		3.3C(10)
	Beverage café						P	P	P	P	P	P	P		3.3C(10)
	Commercial food preparation establishment							S	P	P	P	P	P		3.3C(10)
	Microbrewery or microdistillery							S	S	P	P	P	P		3.3C(10)
	Nightclub									S	P	P	P		3.3C(10)
	Restaurant						P	P	P	P	P	P	P		3.3C(10)
Lodging	Bed and breakfast or inn		S	S	S	P	P	P	P	P					3.3C(5)
	Hotel or motel							S	P	P	P	P	P		3.3C(6)
	Office & Professional Service					S	S	P	P	P	P	P	P		

Allowed Uses															
P = Permitted Use S = Special Use Permit A = Accessory Use T = Temporary Use															
USE CATEGORY	USE TYPE	Residential					Mixed-Use					Nonresidential/ Special Purpose			USE-SPECIFIC STANDARDS
		R1	R2	R3	R4	R5	MX-1	MX-2	MX-3	MX-4	MX-5	CM	LI	OS	
	Financial institution							S	P	P	P	P	P		
	Office					S	P	P	P	P	P	P	P		
	Radio or television station						S	P	P	P	P	P	P		
Personal Services	Funeral home						S	S	S	P		P			
	Personal services, general ≤1,000 sq ft						P	P	P	P	P	P	P		
	Personal services, general >1,000 sq ft							P	P	P	P	P	P		
Retail Sales	Food and beverage retail							S	S	S	P	P	P		3.3C(9)
	Greenhouse or plant nursery, commercial							P	S	S		P	P		
	Liquor store							S	S	S	P	P	P		
	Retail, general <1,000 sq ft						P	P	P	P	P	P	P		
	Retail, general 1,000 -15,000 sq ft							P	P	P	P	P	P		
	Retail, general >15,000 sq ft								P	P	P	P	P		
Vehicles and Equipment	Automobile rental							S	S	S	S	P	P		3.3C(2)
	Automobile repair, heavy											S	P		3.3C(2)
	Automobile repair, light								S	S		S	P		
	Automobile sales								S			P	P		3.3C(3)
	Automobile showroom							P	P	P	P	P	P		3.3C(3)
	Automobile storage and impoundment											S	S		
	Car wash								S			P	P		3.3C(4)
	Gasoline fueling station							S	S	S		P	P		3.3C(11)
	Gasoline fueling station with retail and/or restaurant							S	S	S		P	P		3.3C(11)
	Parking lot							S	S	S		P	P		4.4F
	Parking structure							S	S	P	P	P	P		3.3C(12)

Allowed Uses																
P = Permitted Use S = Special Use Permit A = Accessory Use T = Temporary Use																
USE CATEGORY	USE TYPE	Residential					Mixed-Use					Nonresidential/ Special Purpose			USE-SPECIFIC STANDARDS	
		R1	R2	R3	R4	R5	MX-1	MX-2	MX-3	MX-4	MX-5	CM	LI	OS		
INDUSTRIAL USES																
Industrial Services	Contractor yard								S				P	P		3.3D(1)b.12
	Fuel distribution facility													P		3.3D(3)
	Industrial service, general								S				P	P		
	Research and innovation								P	P	P	P	P	P		
Manufacturing and Production	Manufacturing, artisan								P	P	P	P	P	P		3.3D(6)
	Manufacturing, general								S	S	S		P	P		3.3D(7)
Transportation	Motor freight or fleet terminal									S			S	S	P	
	Transportation terminal									S	S	S	P	P		
Utilities and Infrastructure	Antenna or communication tower	P	P	P	P	P	P	P	P	P	P	P	P	P	P	3.3D(1)
	Utility, major				S	S	S	S	S	S	S	S	S	S	S	
	Utility, minor	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Warehouse and Freight Movement	Oil storage tank													S		3.3D(3)
	Mini-storage												P	P		
	Storage yard												S	P		
	Warehouse									S	S	S	P	P		
	Wholesale establishment									S	S	S	P	P		
Waste and Salvage	Indoor dismantling facility												S	S		
	Indoor recycling center								S	S	S		P	P		3.3D(4)
	Junk yard													S		3.3D(5)
	Scrap metal processing													S		3.3D(5)
ACCESSORY USES AND STRUCTURES (See general standards in subsection Error! Reference source not found.)																
	Accessory dwelling unit		A	A	A	A	A	A	A							3.4D(1)
	Accessory animal uses	A	A	A	A	A	A	A	A	A				A	A	3.4D(2)

Allowed Uses															
P = Permitted Use S = Special Use Permit A = Accessory Use T = Temporary Use															
USE CATEGORY	USE TYPE	Residential					Mixed-Use					Nonresidential/ Special Purpose			USE-SPECIFIC STANDARDS
		R1	R2	R3	R4	R5	MX-1	MX-2	MX-3	MX-4	MX-5	CM	LI	OS	
	Caretaker's quarters		A	A	A	A	A	A	A	A	A	A	A		3.4D(3)
	Carport, garage, or utility shed	A	A	A	A	A	A	A							
	Drive-through/drop-off window uses												A	A	3.4D(4)
	Electric vehicle charging station				A	A	A	A	A	A	A	A	A		3.4D(5)
	Home occupation	A	A	A	A	A	A	A	A	A	A	A	A		3.4D(6)
	Outdoor display/sale								A	A			A	A	3.4D(7)
	Outdoor storage, accessory												A	A	3.4D(8)
	Produce stand		A	A	A	A	A	A	A	A	A	A	A	A	3.4D(9)
	Retail sale of products directly related to principal industrial use								A	A	A	A	A		
	Satellite dish antenna	A	A	A	A	A	A	A	A	A	A	A	A	A	3.4D(10)
	Solar energy collection system	A	A	A	A	A	A	A	A	A	A	A	A	A	3.4D(11)
	Swimming pool	A	A	A	A	A	A	A	A	A	A	A	A	A	3.4D(12)
	Wind energy conversion system	A	A	A	A	A	A	A	A	A	A	A	A	A	3.4D(13)
TEMPORARY USES AND STRUCTURES (See general standards in subsection 3.5D.)															
	Special event	T	T	T	T	T	T	T	T	T	T	T	T	T	3.5E(3)
	Farmers' market			T	T	T	T	T	T	T	T			T	
	Expansion or replacement facilities		T	T	T	T	T	T	T	T	T	T	T	T	3.5E(2)
	Mobile vendor cart						T	T	T	T	T	T	T	T	3.5E(4)
	Office and equipment storage					T	T	T	T	T	T	T	T		3.5E(1)
	Produce stand, seasonal			T	T	T	T	T						T	

Appendix D: Reference Materials

There are many studies and reference materials that discuss planning principles and best practices, the history of planning, and its impacts on communities. Studies and research regarding current planning topics and prominent issues the planning field seeks to address are also widely available. The following compilation of references is not an exhaustive list of such resources, but provides a starting point for many of the planning principles and topics discussed in this DGEIS.

Planning Best Practices and Principles

Form-Based Zoning

“Form-Based Zoning.” PAS QuickNotes, No. 1, October 1, 2004. American Planning Association, <https://www.planning.org/publications/document/9007598/>

This paper is an edition of PAS QuickNotes, a publication produced by the American Planning Association, which is intended to provide concise overviews of various planning topics. In this paper, the differences between form-based and traditional zoning are described, as well as the components of the form-based approach and techniques for applying form-based zoning. Form-based zoning principles were incorporated in ReZone as an update to the City’s current Zoning Ordinance, which exemplifies use-focused, Euclidean zoning principles.

Mixed-Use Zoning

“Zoning for Mixed Uses.” PAS QuickNotes, No. 6, July 1, 2006. American Planning Association, <https://planning-org-uploaded-media.s3.amazonaws.com/document/PASQuickNotes6.pdf>

This paper is an edition of PAS QuickNotes, a publication produced by the American Planning Association, which is intended to provide concise overviews of various planning topics. In this paper, the benefits of providing for a mix of land uses and regulatory tools to implement mixed-use zoning are discussed. One of the notable differences in the proposed Zoning Ordinance and Map is the creation of mixed-use zoning districts.

Smart Growth

“Smart Growth Principles.” Smart Growth Online. <https://smartgrowth.org/smart-growth-principles/>

Smart Growth Online is a website hosted by the Smart Growth Network, a partnership of organizations, which serves as a repository for news and information about smart growth strategies. The principles of Smart Growth, as listed below, were used to inform ReZone and are described in detail on this webpage.

- Mix land uses,
- Take advantage of compact building design,
- Create a range of housing opportunities and choices,
- Create walkable neighborhoods,
- Foster distinctive, attractive communities with a strong sense of place,
- Preserve open space, farmland, natural beauty and critical environmental areas,
- Strengthen and direct development towards existing communities,
- Provide a variety of transportation choices,
- Make development decisions predictable, fair and cost effective, and
- Encourage community and stakeholder collaboration in development decisions.

New Urbanism

“The Charter for New Urbanism.” Congress for New Urbanism.

<https://www.cnu.org/who-we-are/charter-new-urbanism>

The Congress for New Urbanism is an organization working to further the New Urbanism movement, including maintaining this website which provides resources, education, and technical assistance. “The Charter for New Urbanism” webpage describes the principles of New Urbanism to help guide public policy, urban planning, and design. The principles, 27 in total, are provided for three different scales: The Region: Metropolis, City, and Town, The Neighborhood, The District, and The Corridor, and The Block, The Street, and The Building. ReZone looked to the principles of New Urbanism to help guide updates to the City’s zoning regulations.

Transit-Oriented Development

Thomas, John V. and Bertaina, Stephanie. “Planning for Transit-Oriented Development.”

PAS QuickNotes, No. 21, August 1, 2009. American Planning Association, <https://planning-org-uploaded-media.s3.amazonaws.com/document/PASQuickNotes21.pdf>

This paper is an edition of PAS QuickNotes, a publication produced by the American Planning Association, which is intended to provide concise overviews of various planning topics. In this paper, transit-oriented development (“TOD”) is described in detail, including the benefits of TODs and basic principles and best practices of TOD planning. The principles of TOD planning were incorporated into ReZone.

Planning History

“Planning History Timeline.” American Planning Association.

<https://www.planning.org/timeline/>

The American Planning Association (“APA”) is a not-for-profit educational organization that works to advance the interests of the planning profession through national certification of professional planners, and provision of education, resources, and research. The “Planning History Timeline” webpage is hosted on the APA’s website and details major historical events in the United States since the early 1900s. These events show the evolution of planning and help to inform our understanding of land use and development patterns and impacts in the City of Syracuse, as described in the DGEIS.

Exclusionary Zoning Practices

Raitt, Jennifer M. “Ending Zoning’s Racist Legacy.” Zoning Practice, Issue No. 1, January 2022. American Planning Association, https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Zoning-Practice-2022-01.pdf

This paper is an issue of Zoning Practice, a publication produced by the American Planning Association, which is intended to analyze trends in local land use and development regulations. This issue discusses the history and proliferation of planning and zoning policies and practices that led to segregation in communities. Further discussion relates to the opportunities and efforts to reverse the impacts of exclusionary zoning practices, including a description of strategies being used in Boston and Louisville. ReZone seeks to address exclusionary zoning, which is discussed in the DGEIS.

Local Impacts

Knight, Aaron C. "Urban Renewal, the 15th Ward, the Empire Stateway and the City of Syracuse, New York." Syracuse University Honors Program Capstone Projects. 590. 2007. https://surface.syr.edu/honors_capstone/590

This honors capstone project by a Syracuse University student looks at urban renewal programs and highway construction and their impacts in the City of Syracuse, particularly the 15th Ward neighborhood. These topics are discussed throughout the DGEIS as they pertain to the land development patterns that exist today and the history of segregation in the City.

Planning Topics

Climate Change

“Climate Change and Energy.” PAS QuickNotes, No. 13, April 1, 2008. American Planning Association, <https://planning-org-uploaded-media.s3.amazonaws.com/document/PASQuickNotes13.pdf>

This paper is an edition of PAS QuickNotes, a publication produced by the American Planning Association, which is intended to provide concise overviews of various planning topics. This paper discusses the role of planning in responding to climate change, the link between smart growth principles and efforts to minimize

climate change impacts, and additional steps communities can take to reduce greenhouse gas emissions and energy consumption. The DGEIS addresses ReZone’s potential impact on energy and climate change and is informed by the principles discussed in this paper.

Inclusionary Housing

Morris, Marya. “Incentive Zoning: Meeting Urban Design and Affordable Housing Objectives.” PAS Report, No. 494, September 2000. American Planning Association, https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-494.pdf

This report is a publication of the American Planning Association classified as a PAS Report. PAS Reports are intended to offer comprehensive guidance on planning issues and practices. This report provides a history of inclusionary housing programs and ordinances, considerations for designing a zoning incentive program at the local level, and techniques to create affordable housing, looking at specific case studies from California, New Jersey, and Montgomery County, Maryland. Significant consideration regarding zoning equity and provision of affordable housing has been made in ReZone and is discussed in the DGEIS.

“Inclusionary Housing.” PAS QuickNotes, No. 7, December 1, 2006. American Planning Association, <https://planning-org-uploaded-media.s3.amazonaws.com/document/PASQuickNotes7.pdf>

This paper is an edition of PAS QuickNotes, a publication produced by the American Planning Association, which is intended to provide concise overviews of various planning topics. In this paper, various strategies for providing affordable housing are described, including the voluntary and mandatory programs that jurisdictions can implement to ensure mixed income development. Significant consideration regarding zoning equity and provision of affordable housing has been made in ReZone and is discussed in the DGEIS.

Hickey, Robert. “Leveraging Affordable Housing Through Upzoning.” Zoning Practice, Issue No. 4, April 2015. American Planning Association, <https://planning-org-uploaded-media.s3.amazonaws.com/document/ZoningPractice201504.pdf>

This paper is an issue of Zoning Practice, a publication produced by the American Planning Association, which is intended to analyze trends in local land use and development regulations. This issue discusses three types of inclusionary zoning policies, incentive-based policies that apply only in upzoned areas, incentive-based policies that apply wherever a developer seeks zoning changes, and mandatory requirements in upzoned neighborhoods, and examples of places that have implemented such regulations. Significant consideration regarding zoning equity and provision of affordable housing has been made in ReZone and is discussed in the DGEIS.

“Model Inclusionary Zoning Ordinance.” April 2009. Tompkins County, https://www.tompkinscountyny.gov/files2/planning/housing_choices/documents/ModelOrdinance-InclusionaryZoning.pdf

This document provides a model inclusionary zoning ordinance, created by Tompkins County, New York. The model ordinance was used to guide affordable housing provisions that have been incorporated into ReZone.

Hickey, Robert, Murray, Zachary, and Reyes, Stephanie. “What About Housing? A Policy Toolkit for Inclusive Growth.” Grounded Solutions Network, <https://groundedsolutions.org/sites/default/files/2018-11/17%20What%20About%20Housing%20-%20A%20Policy%20Toolkit%20for%20Inclusive%20Growth.pdf>

Grounded Solutions Network is a national network that works to support strengthening communities and promoting affordable housing solutions. In this policy toolkit, key issues surrounding housing and applicable policy tools for addressing those issues are discussed. Significant consideration regarding zoning equity and provision of affordable housing has been made in ReZone and is discussed in the DGEIS.

Zoning Equity

Garvin, Elizabeth. “A Framework for Promoting Equity Through Zoning.” Zoning Practice, Issue No. 7, July 2019. American Planning Association, https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Zoning-Practice-2019-07.pdf

This paper is an issue of Zoning Practice, a publication produced by the American Planning Association, which is intended to analyze trends in local land use and development regulations. This issue discusses the history of zoning and the different approaches to zoning that we can take today to make zoning more equitable. Significant consideration regarding zoning equity has been made in ReZone and is discussed in the DGEIS.

“Planning for Equity.” Policy Guide, 2019. American Planning Association, https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Planning-for-Equity-Policy-Guide-rev.pdf

The American Planning Association (“APA”) produces policy guides to advance the APA’s official position on central planning issues with the goal of creating stronger, more just communities. This policy guide conveys the ethical responsibility of, and tools available to, planners to make communities more fair and equitable. Recommended policy actions are described that would bring equity to a range of areas. Significant consideration regarding zoning equity has been made in ReZone and is discussed in the DGEIS.